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No. 21,862 號式拾陸百捌千壹萬式第 日叁廿月陸辰戊 HONG KONG, WEDNESDAY, AUGUST 8th, 1928. 叁拜禮 日捌月捌年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45
Yauwalei ...Dep.	6.49	—	—	9.20	10.05	10.20	1.25	—	—	4.38	5.50
Shatin ...Dep.	7.01	—	—	9.33	10.20	10.35	1.34	—	—	4.50	6.00
Tai Po Market Dep.	7.15	—	—	9.48	10.35	10.50	1.47	—	—	5.04	6.15
Tai Po ...Dep.	7.30	—	—	9.53	10.37	10.50	1.51	—	—	5.08	6.19
Fanning ...Dep.	7.30	—	—	10.05	10.47	1.03	2.01	—	—	5.18	6.30
Shinghai ...Dep.	7.35	—	—	10.07	10.10	10.53	1.08	2.08	3.14	5.23	6.35
Shinghai ...Arr.	7.41	8.45	9.13	10.15	10.58	1.14	2.19	3.20	3.40	5.29	6.41
Canton ...Arr.	—	12.40	—	5.38	—	—	—	—	—	7.28	—

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	8.30
Shinghai ...Dep.	7.18	8.05	10.35	11.48	11.58	3.38	4.39	5.49	6.45	7.04	—
Shinghai ...Dep.	7.25	8.12	10.42	—	12.03	3.05	4.40	5.55	6.52	—	—
Fanning ...Dep.	7.30	8.16	10.47	—	12.07	3.10	4.50	6.00	—	—	—
Tai Po Market Dep.	7.40	8.26	10.57	—	12.18	3.21	5.00	6.10	—	—	—
Tai Po ...Dep.	7.54	8.31	11.01	—	12.33	3.26	5.04	6.15	—	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	12.36	3.39	5.17	6.28	—	—	—
Yauwalei ...Dep.	8.11	8.58	11.28	—	12.48	3.51	5.29	6.40	—	—	—
Kowloon ...Arr.	8.17	9.03	11.32	12.33	12.54	3.57	5.35	6.46	7.28	7.44	—

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EUROPE'S HEAT WAVE.

90.5 IN THE SHADE IN
LONDON.

HOTTEST DAY FOR FIVE
YEARS.

ALL SEASIDE PLACES
CROWDED.

Home newspapers to hand by the last mail devote columns to a description of the heat wave which visited Europe last month.

The temperature in London on Sunday, July 15th, rose to 90.5 degrees.

It was the hottest day for five years—91 degrees were registered in July 1923—and was the fifth day in succession on which the temperature had been more than 80 degrees.

The record was:—
Wednesday, July 11th ... 83
Thursday, July 12th ... 85
Friday, July 13th ... 81
Saturday, July 14th ... 87
Sunday, July 15th ... 90.5

The Air Ministry stated that the temperature in London at 10 p.m. on July 15th was 79 degrees.

The highest shade temperature ever recorded in Great Britain was 100 degrees Fahr. on August 9th, 1904.

The large anti-cyclone, which was the cause of the heat, was extended from South Ireland to Germany.

30 PEOPLE COLLAPSE AT
SOUTHEAST.

All England made for the coast. The motor coaches and trains were filled, and there was heavy motor-car traffic, although the heat was so intense that many people waited until evening before they rode out. Astonishing scenes occurred at some of the seaside resorts, and many people collapsed in the heat at Southend-on-Sea.

The following reports are from Daily Express correspondents:—
SOUTHEAST.—Excursionists came by train wedged twenty in a compartment. Many were taken from the train fainting, and had to return to London at once.

Some of the restaurants, although they had prepared for a bumper crowd, were sold out long before mid-day and had to close their doors.

Police and ambulance men were busy all day attending to people who collapsed owing to the heat.

BRIGHTON.—Remarkable heat-wave scenes have been witnessed during the week-end. There has been one of the greatest bathing carnivals seen in recent years. At some points hundreds of people were in the water together. Hardly a ripple disturbed the surface of the Channel. The heat was so intense that rowing boats were fitted with canopies, and as they glided about people called the scene "Venice at Brighton."

EASTBOURNE.—Midnight bathing has become the rage, but there were record bathing crowds all day.

MARGATE.—The sea front was crowded. Girls with sunshades and bare arms and bare legs were everywhere, and picnic parties, under huge umbrellas, were legion. All bathing records were broken.

FOLKESTONE.—Thousands had picnics on Folkestone beach. All bathing records were easily broken.

DOVER.—Many bathers stopped in the sea for most of the morning. During the afternoon and evening the sea front was thronged by thousands.

WOMEN BATHE WITH NO
COSTUMES.

VIENNA, July 15th.

The heat-wave in Central Europe increases in intensity daily. Except for one day's thunderstorms, Vienna has been without rain since the middle of June. The maximum temperature yesterday was 109 Fahrenheit, and this has been exceeded to-day, when 113 degrees were recorded.

The Danube bathing beaches, Vienna's river "Lidos," were stormed. Queues, waiting for the cabins became impatient, stripped off their clothes, and rushed to the water.

Gondolas purveying ice-cream threaded their way backwards and forwards among the bathers, who greedily devoured ices while bathing.

When a shade temperature of 95 degrees was reached yesterday at Budapest, women bathing in the

(Continued on next column.)

THE BONN DIVORCE CASE.

CASE AGAINST SIR MAX
BONN DISMISSED.

LONDON, July 20th.

The hearing of the divorced suit in which Lady Bonn sued the well-known merchant and banker Sir Max Bonn for alleged misconduct in London and Paris, and which the husband counter-claimed, citing Sir Ronald Waterhouse and Mr. Arthur Marcus Hambury, lasted 14 days. The jury to-day found Sir Max not guilty of adultery.

The other part of the case, in which he is the petitioner, will be heard after the Long Vacation, in October.

The proceedings have aroused considerable interest in Society circles, but the recent legislation strictly limiting the publication of the Divorce Court reports and entirely prohibiting the reporting of evidence has prevented the Press from "splashing" the case.

Lord Merivale, in summing up, said that Lady Bonn's petition, in his long experience as a Judge, was well nigh unprecedented. It rested on the evidence of two sets of paid watchers and a door-keeper. The Court always regarded the evidence of paid watchers, who were out to establish misconduct, with the most critical anxiety.

FOUR NEW LORD MAYORS.

NOTTINGHAM, LEICESTER,
STOKE-ON-TRENT AND
PORTSMOUTH.

It was announced on July 10th that the King, on the recommendation of the Home Secretary, had been graciously pleased to command that the chief magistrates for the time being of the cities of Nottingham, Leicester, Stoke-on-Trent and Portsmouth shall bear the style and title of Lord Mayor.

The King himself gave the people of Nottingham the first news of the honour conferred on the city. In the course of his speech at the opening of the new university buildings he said:—

"In consideration of the antiquity and importance of your city I have great pleasure in declaring that from this time forward the chief magistrate of the city shall bear the style and title of Lord Mayor of Nottingham."

Seventeen Lord Mayors.

There are now seventeen Lord Mayors in England and Wales, the others being:—London, Liverpool, Manchester, Birmingham, Sheffield, Bristol, Hull, Bradford, Newcastle, Leeds, York, Cardiff and Norwich.

Some controversy arose last year over the claim that all Lord Mayors were entitled to designate themselves "The Right Honourable."

It was then laid down that only the Lord Mayor of London, York, Liverpool, Belfast, Melbourne, Sydney, and Adelaide and the Lord Provosts of Edinburgh and Glasgow were entitled to the prefix.

women's bath declared that the heat of bathing costumes was unbearable, and dispensed with them, scandalizing the city magistrates. A house happened to overlook the swimming bath. The police issued a summons against the bath proprietor, and in the afternoon a "Mrs. Grundy" detachment of police women invaded the bath and forced the protesting Eves to resume their costumes.

94 DEGREES IN PARIS.

PARIS, July 15th.

The five days' heat wave reached its highest point in Paris to-day—94 in the shade. Toulouse had a temperature of 97, Bordeaux 96, and Chartres 95.

Many people were overcome with the heat and there were fatal cases of sunstroke.

4 DEATHS IN BRUSSELS.

BRUSSELS, July 15th.

Four deaths occurred in Brussels and eleven persons are in hospital owing to the heat.

This was the hottest day of the year, with the temperature at 88.

SHIRT SLEEVE PROTEST.

BERLIN, July 15th.

A girl typist who left the office because her employer dictated a letter in his shirt-sleeves, was refused her claim to a month's salary by a Berlin court, which sat with the thermometer standing at 93 degrees in the shade.

DIARY OF EVENTS.

To-day.

Property Sale: Inland Lot No. 2393 Sections 1. and J. Messrs. Hughes and Hugh, Ltd., 3 p.m.

Queen's Theatre: "Sadie Thompson."

World Theatre: "The Boy Friend."

Star Theatre: "Forbidden Paradise."

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails:—Inward: Europe via Siberia (Oldenburg). Outward: Europe via San Francisco (Zaiyo Maru), 10.30 a.m.

Thursday.

(August 9th.)

Grand Tattoo Scenario Rehearsal City Hall, 5.30 p.m.

Queen's Theatre: "Sadie Thompson."

World Theatre: "Don Q."

Star Theatre: "Fingerprints."

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mail:—Outward: Europe via Negapatam, letters only (Glenamoy).

Friday.

(August 10th.)

Christian Fellowship Meeting Helena May Institute, 10.30 a.m.

Old Wykehamist's Dinner.

Queen's Theatre: "Sadie Thompson."

World Theatre: "Don Q."

Star Theatre: "Fingerprints."

Tea Dance: H.K. Hotel, 4.30 p.m. and King Edward Hotel, 5 p.m.

Principal Mails:—Inward: Europe via Negapatam, papers only (Bellerophon). Outward: Europe via Marseilles (Astrata Maru), 9.30 a.m.; Europe via Siberia (Soochow), 6 p.m.

Sunday.

(August 12th.)

10th Sunday after Trinity.

Tea Dance: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Monday.

(August 13th.)

Extraordinary General Meeting Hong Kong Rope Manufacturing Co., Ltd., 11 a.m.

Tea Dance: H.K. Hotel, 4.30 p.m.

Tuesday.

(August 14th.)

Extraordinary General Meeting Royal Hong Kong Golf Club.

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mail:—Outward: Europe via Marseilles (Andre Lebou), 2.30 p.m.

Wednesday.

(August 15th.)

Tea Dance: H.K. Hotel, 4.30 p.m.

TROTSKY TO STALIN.

"I DON'T BELIEVE A WORD OF YOURS."

WARSAW.

Contrary to reports in the European Press, the antagonism between Stalin, the General Secretary of the Communist Executive and Trotsky, the exiled joint-founder of the Soviet Republic, has lately assumed a very acute form.

The news has circulated in diplomatic circles in Moscow that Stalin recently sent Trotsky four letters. To the first two he received no answer. In reply to the third, however, Trotsky, who has appealed to be allowed to return to office in Moscow, laid down several impossible conditions for his consent to collaborate with the present Soviet Government.

The fourth letter also produced a reply from Trotsky. In this he said that he did not believe a single word written by Stalin, and would never work in partnership with him.

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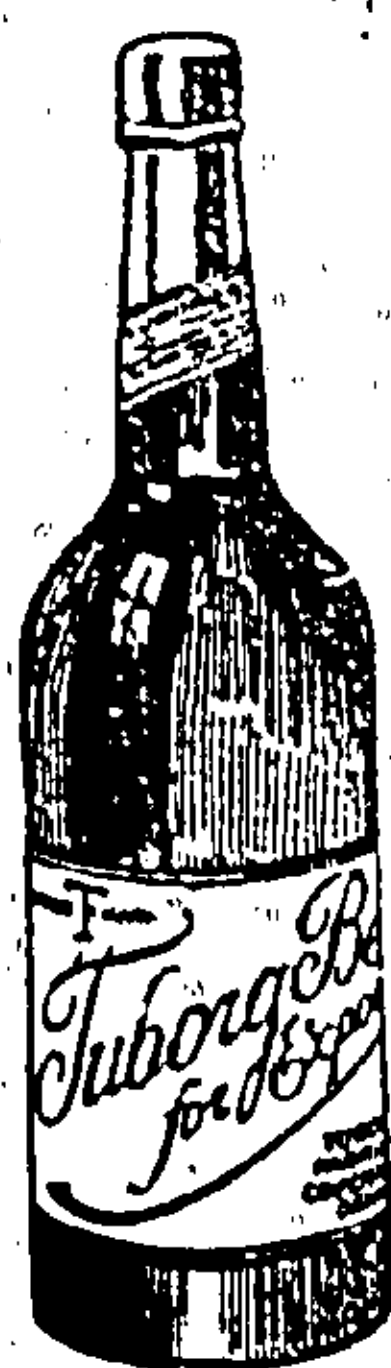
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is the first appeal to
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improving the complexion makes her a
regular user.

LABOUR LEADER AND COMMUNISM.

MR. THOMAS WELSH'S
DENUNCIATION.

WARNING TO AUSTRALIA.

RUSSIA'S WILES.

SIDNEY, July 10th.
About 300 members of the N.S.W. Constitutional Association yesterday listened to Mr. Thomas Walsh, ex-general president of the Seamen's Union, who stated his views on the stabilising of industry on sea and land.

"I want first to say my ideas and aspirations are not changed," said Mr. Walsh. "I believe in the Labour movement as I did in the past; I helped to build it. Conditions have changed profoundly. When I was young the employer who regarded his workers as human beings and his own part in industry as anything more than an opportunity to make profits and enrich himself was very rare; anything else was considered maudlin and ridiculous. Now, any other view but the one that the workers are co-partners in industry and entitled to the best that can be secured for them is an anachronism; hence the desire for a better understanding between employer and employee; hence the solemn duty of both sides to promulgate the doctrine of industrial peace and foster it in every way. (Hear, hear.)

"The I.W.W. ideal of mass control, about which the Communists still talk though they know quite well that it is no part of their scheme, has long ago been abandoned in Russia, and would mean retrogression and starvation. I have been forced reluctantly to a recognition of this fact, not only by my knowledge of what has occurred in Russia, where production fell under the mass control system until industry and agriculture and the whole national life collapsed so tragically, but by my own experience."

Communism In Russia.

"After referring to the evil effects upon workers themselves of 'job control,' Mr. Walsh said: 'When we place before the Communist and Socialist thinkers what their theories really imply, they explain that we have to go through a transitional period, during which a dictatorship must be exercised. Communists tell us that Russia is going through this period of transition, and everything of an unpleasant nature is defended on those grounds. It has been pointed out that Russia is desperately anxious to secure capital for its industries, and she has tried over and over again to obtain foreign credits in order to expand her undertakings. So terrible has been the plight of the Soviet Government, with a desperate need for a Red Army to keep them in office, and with only a starving population to bring taxes from that they have handed over to the hated capitalists of America, Japan, France, and Germany the richest of their mines, oilfields, and timber resources in return for a share in the production.

"If anyone says this is the queerest kind of socialism he ever heard of he is told that it is only the 'transition period,' but the leases are granted for terms of one hundred years. It has also been pointed out that Russia has her share of wails, beggars, and unemployed and starving people. The answer to this is: We are in the transitional period, and must be prepared to accept it.

Russia's Ruling Class.

"The ruling class in Russia is the Communist militant. He is not educated, not cultured, moral, or enlightened; he need not be even decent or sober. The only virtue required is that he be diligent in spying out rebels, be class conscious, and intolerant of any ideas or beliefs but his own. When we think of women and girls under Russian domination, afraid to complain of the almighty Reds, who dominate everything, the picture is far from a pleasant one. Now, we might suppose, did we not know differently, that the Russian Communists who watched their helpless fellow countrymen dying in millions through the famine, and having got on their hands a country in economic extremis, would have their confidence somewhat dashed—but not so the Communists. They send their agents far and wide, to spread the same ruin wherever they can. Every trade unionist, even in Australia, feels the effects of their activities.

Seamen's Communist Club.

"I have found, in my position as a trade union official, that I was supposed to countenance and assist the efforts of those whose object was to ruin the industries of the country, and drive the workers into violent courses, which could only end in civil war. I say as a trade union official, those people are making the progress of the workers in this country an impossible task. (Continued on next column.)

CHINA CONTINENTAL COMMERCE COMPANY.

NEW VENTURE IN TIENTSIN.

PROMINENT CHINESE AS
DIRECTORS.

A communication from Tientsin reports the formation of an important company to do business as import, export and commission merchants. The firm will be known as the China Continental Commerce Co., with head office in Tientsin, and with an authorized capital of \$200,000. Prominent Chinese are interested in the company, which will have on its board of directors, Dr. W. W. Yen, the former premier, Mr. L. S. Tan, President of the Continental Bank, and Mr. Hsu, Tientsin Manager of the same Bank. The Company has secured the services of Mr. A. C. Lee (for many years Tientsin manager of Wah Chang Trading Co., of Tientsin, Shanghai and New York) as Manager, and Mr. M. T. Tsao, manager of the Continental Bank Warehouse, as Assistant Manager. Both are American returned students. Business will commence in August, though on account of the hot weather, the formal opening will be put off till the autumn. The Company has faith in the future of North China trade, with Tientsin as distributing centre, and believes also that the period of reconstruction that is now beginning, will result in important commercial development in that part of China, if not throughout the whole country.

and they do this by their propaganda and their activities in the unions. I say this from a close knowledge of their purpose. They are determined that no progress will be made, because nothing will content them but civil war, and the downfall of democracy and liberty. In their reply to a set of questions submitted by the Independent Labour Party of Great Britain the Third International said: 'The workers of Great Britain should not be preparing for an easy Parliamentary victory, but for serious civil war.'

"Now the only counter to be made against these people and their propaganda is the Industrial Peace Movement. (Applause) This movement must aim at giving the workers a proper voice in the control of industry, and a share in its prosperity, even, if need be, at the expense of profits. To preserve the White Australia policy, and protect Australian conditions, we must recognise our obligations to produce to our capacity and expand industry so as to provide employment, not only for our own people, but for the millions who must ultimately come here.

Menace To British Empire.

"The time has come for plain speaking, and I mean to speak very plainly. Some of the wealth which the Soviet Government has to dispense undoubtedly comes from the sale of concessions to capitalist firms, but we must also remember that to keep Russia in the hands of persons who are willing to work for the downfall of the British Empire, is worth untold millions to certain other Powers interested only in their own imperialist aims. I am no lover of war; no supporter of a rabid imperialism, but I am certain humanity is not going to improve through the downfall of the British Empire, on the contrary it would mean absolute retrogression and the destruction of all our ideals in Australia. The flood tide of human misery would inevitably turn towards Australia, once Great Britain met with a serious reversal.

"I have no hesitation in saying that industry and mining industries, the transport and maritime communications, with the dominions. The enormous club premises somewhere in Drury-street which I am told is to cost £75,000 to purchase, is a trap for the seamen and other workers engaged in maritime transport to persuade them to accomplish their own ruin, in the imperial interests of the Soviet Government.

A Spirit of Concord.

"It rests with sensible people on both sides to restore a better feeling between the workers and the employers and do something to attract the stream of capital, which alone can regenerate industry and provide employment for our own people and for those who must come to Australia if it is to remain a white man's country. In saying this I have at heart first and foremost the interest of those for whom I have always worked—the members of the working class. I still look forward to a better economic system than our present one, but I see clearly it cannot be found in an atmosphere of hatred and bitterness such as bloodshed would engender between the workers themselves, but must be worked out in a spirit of concord and not in economic ruin and despair."

THE GERMAN ARMY.

CHANGES SINCE THE WAR.

PRIVATE SOLDIER HAS MORE FREEDOM.

OPPORTUNITY FOR STUDY AND TRAVEL.

The new German Army, in many ways similar to the American Army, has also some striking differences. The soldier in the United States Army frequently has a commission as his goal. To this end he is encouraged by the establishment of service schools and appointment to the Military Academy at West Point, where he receives training that is useful both in the army and out of it. In the Reichswehr the enlisted man has little or no chance to gain a commission. Class distinction is still so pronounced that the German soldier regards the possibility as presumption.

The German soldier, however, is encouraged to try for a non-commissioned grade, and advancement here is almost the same as in America. While the German non-commissioned man may become an officer, lack of encouragement and obstacles to be overcome usually prevent him. To the commissioned officer is shown a great deal more consideration than his American colleague in point of privilege rather than of pay. He has white bed linen, whereas the private has blue gingham. The non-commissioned mess halls are distinct and are little inferior to those of the officers. Here, too, white linen is provided and chairs instead of stools. The tables always are bedecked with the flowers in season and the general furnishings of the dining hall are made as attractive as possible.

Twelve Years' Enlistment.

Promotion in the German Army is slow. The standing army numbers only 90,000 men and 4,000 officers and the enlistment periods are twelve years. While enlistment is voluntary, there has been no lack of recruits. Few soldiers indicate a desire to leave the army, even at the end of their period of enlistment, preferring rather to await retirement.

The new army is well fed. The old adage that an army marches on its stomach holds true in any language and so the German private finds an adequate menu. A typical dinner consists of steamed pork, vegetable stew, boiled cabbage, pudding and bread and butter, with coffee or some other beverage. There is no kitchen police force. Women do the cooking and the privates' mess hall resembles the officers' except for the use of stools. In most regiments of the old army the men marched to the mess hall and took their seats in formation at the word of command. Now they go more or less at will and are served in cafeteria style.

In barracks, the private has greater comfort than in the old army. Each squad has its own dormitory and the furnishings are homelike. Each room has a large table and lamp and reading material. Many of the men have individual study tables and lamps beside their bunks. The barracks themselves are built of brick, heated, ventilated and attractively decorated.

Billetted For Manoeuvres.

During manoeuvres the soldiers are billeted at the homes of citizens, and this plan is said to be so satisfactory to both parties that in some cases the townsfolk complain if they do not receive what they consider their just allotment of soldiers. Intoxication is said to be almost unknown among the uniformed men of the new army and the soldiers do not loaf on street corners or in beer gardens. Most of their time off duty is spent in study and self-betterment.

The German soldier has four uniforms allotted to him, one tailor made. The tendency of the German soldier to act in groups rather than individually creates a problem in recreation and athletics. Mased calisthenics is usually preferred to sports, but this prejudice is being overcome.

The men have some opportunity for travel, each regiment taking its turn as guard at army headquarters. During this time the men are sent by squads on sightseeing tours of neighboring cities. The regimental bands are larger than the United States Army regimental bands, owing to the fact that each German soldier usually can play at least one instrument. The infantry is the largest and most popular branch of service. (Manila Times.)

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

August 7th, 1928.

H.K. Banks.....	\$1,265 buy, x. div.
Do. London.....	\$1,391 nom, x. div.
Chartered Banks.....	\$221 buy.
Mercantile Banks, A. & B.....	\$236 nom.
Do. C.....	\$214 nom.
P. & O. Banks.....	\$291 nom.
East Asia Banks.....	\$740 buy.
Canton Insurance.....	\$347 buy.
Union Insurance.....	\$146 buy.
North China Ins.....	\$146 buy.
Tonghai Insurance.....	\$150 nom.
China Underwriters.....	\$21 buy.
China Fire Insurance.....	\$245 buy.
Hong Kong Fire Ins.....	\$730 buy.
Donghai Ins.....	\$384 buy.
H.K. Steamboats.....	\$27 sel.
H.K. Tugs.....	\$3 nom.
Indo-China (Ref.).....	\$30 buy.
Do. (Def.).....	\$70 nom.
Shell Transport.....	\$100 nom.
Waterboats.....	\$201 buy, 204 sel.
Benguet.....	\$11 buy.
Kailan Mining Admin.....	\$58 buy.
Do. (Def.).....	\$60 sel.
Langkai (combined).....	\$11 sel.
Do. (single).....	\$12 sel.
Shan. Explosions.....	\$14 sel.
Shanghai Loans.....	\$14 nom.
Do. (new).....	\$4 buy.
Tromp Mines.....	\$17 sel.
H.K. & K. Wharfs.....	\$136 sel.
H.K. & W. Docks.....	\$40 sel.
China Providents.....	\$4.95 buy, 5.10 sel.
Hongkows.....	\$156 nom.
New Engineering.....	\$15.5 nom.
Shanghai Dock.....	\$100 nom.
Two Cottons.....	\$80 nom.
Oriental Cotton.....	\$12.2 sel.
Shan. Cottons (old).....	\$15.5 nom.
Do. (new).....	\$17.2 sel.
H.K. & S. Hotels.....	\$2.90 buy.
H.K. Lands.....	\$66 buy.
Shanghai Lands.....	\$133 buy.
Humphreys Estates.....	\$14.35 nom.
H.K. Realities.....	\$71 sel.
H.K. Tramways.....	\$24.50 buy, 24/60 sel.
Peak Tram (old).....	\$13 buy.
Do. (new).....	\$8 sel.
Star Ferries.....	\$44 sel.
Union Lights (old).....	\$11.15 buy, 11.35 sel, x. div.
Do. (new).....	\$11.30 sel, x. div.
Do. (1928 Lease).....	\$10.95 buy.
H.K. Electric (old).....	\$431 buy.
Do. (new).....	\$431 buy.
Macao Electric.....	\$397 buy.
Telephones.....	\$361 buy.
China Buses.....	\$11.104 buy.
Singapore Traction.....	\$10.6 buy.
Do. (Ref.).....	\$17.8 buy.
China Sugar.....	\$21 sel.
Malayan Sugar.....	\$24 nom.
Canton Ice.....	\$3.70 nom.
Cementa (combined).....	\$9.05 buy, 9 sel.
Do. (old).....	\$8 sel.
Do. (new).....	\$11 sel.
H.K. Ropes (old).....	\$60 nom.
Do. (new).....	\$61 nom.
United Asbestos.....	\$18 sel.
Dairy Farms.....	\$21.10 buy, 21 sel.
Watsons.....	\$142 buy, 14.80 sel.
Der A. Wings.....	\$0.50 nom.
Lane Crawfords.....	\$2 sel.
Macintoshes.....	\$4 nom.
Sinners.....	\$9 buy.
Wm. Fowells.....	\$3 buy.
H.K. Amusements.....	\$61 buy.
H.K. Constructions.....	\$11 sel.
H.K. Indus. G. Bonds.....	\$3 nom.
H.K. Govt. Loans.....	6% prem. buy, 6% nom.

HONG KONG AUTOMOBILE ASSOCIATION.

GRAND TATTOO
11th, 12th & 13th September.

The Automobile Association proposes to organize a MOTOR PARADE on One of the Evenings during the GRAND TATTOO.

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- 1—Cars or Lorries representing the Trade.
- 2—Private Cars.
- 3—Motor Cycles with or without Side Cars.

A Registration or Entrance Fee of \$1 must accompany All Entries.

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[6568]

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[106]



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Ideal for the
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corrective for gastric
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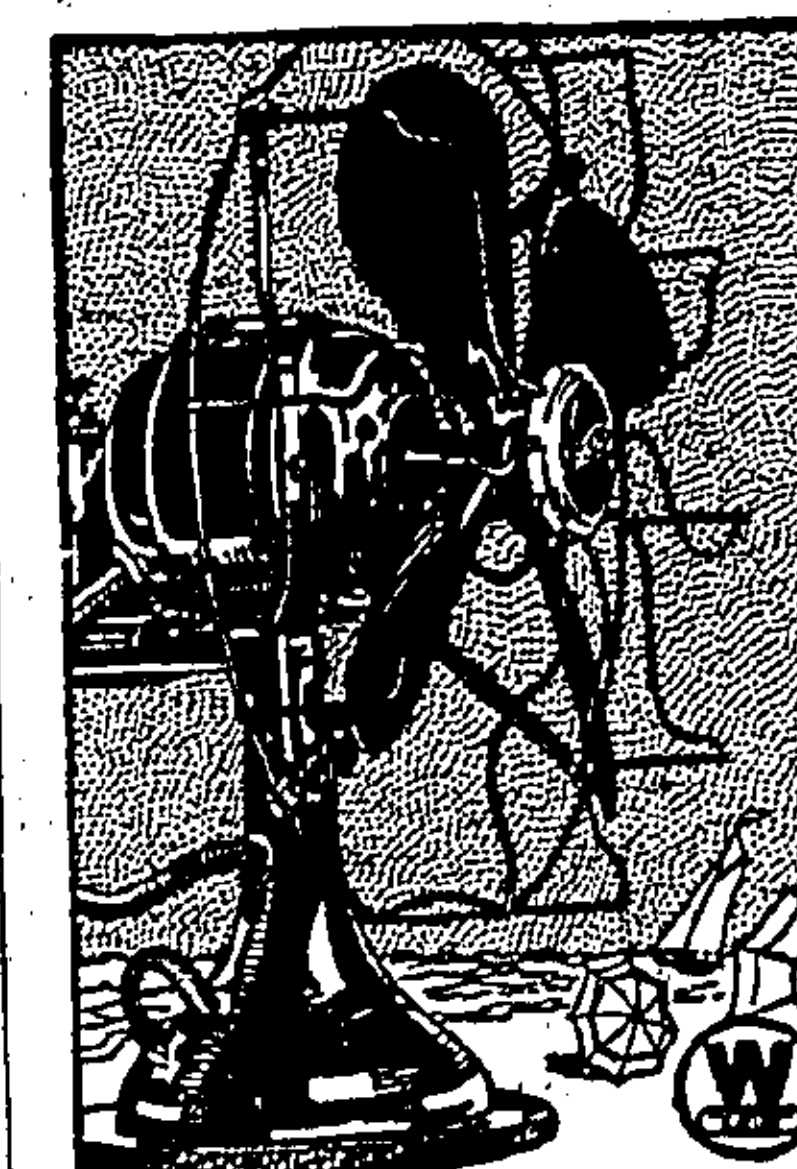
It gives zest to the appetite
and helps one to enjoy the
pleasures of the table.

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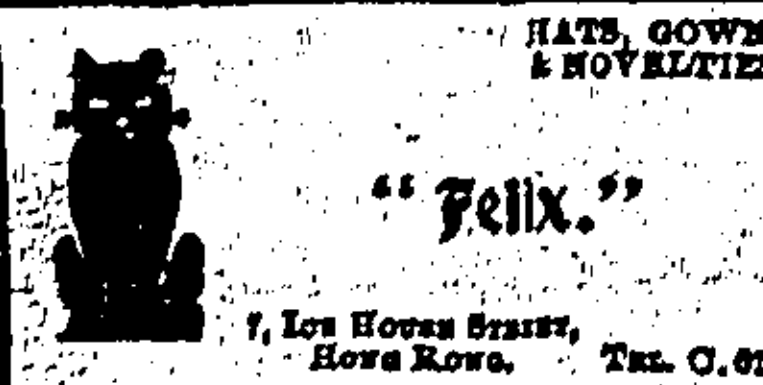
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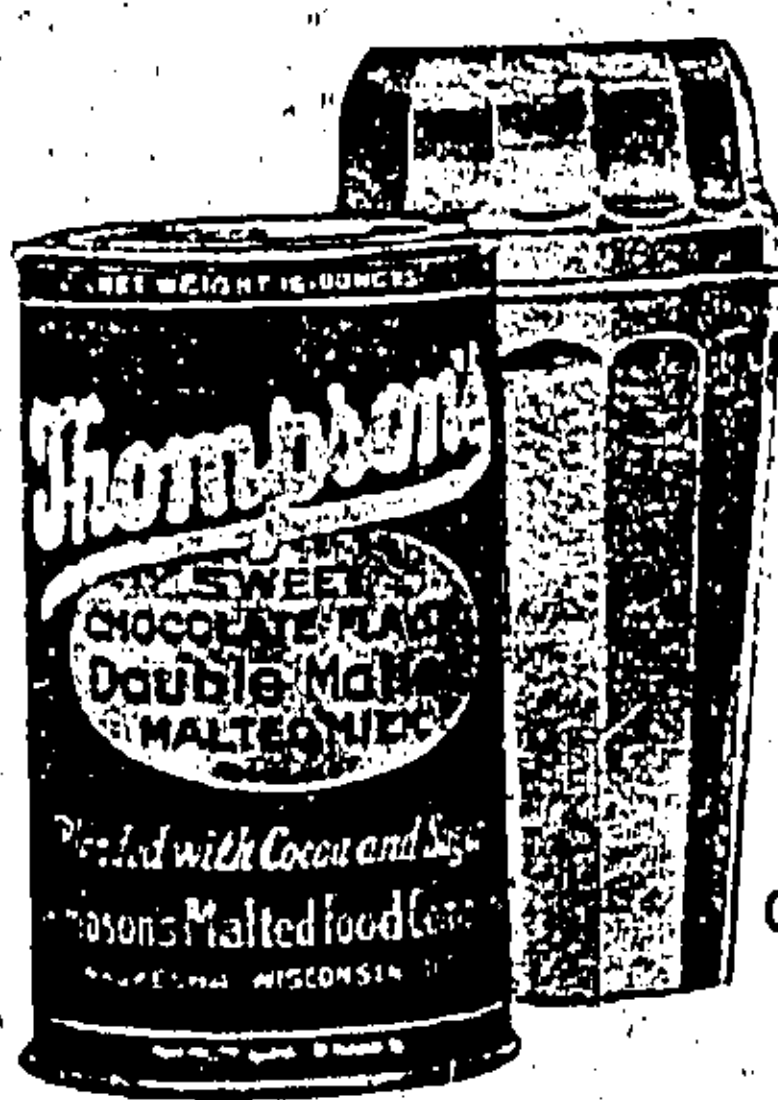
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Delightful to drink—easy to prepare—it is a
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Representative—Mr. H. M. HODGES, P.O. Box 3711, Shanghai.

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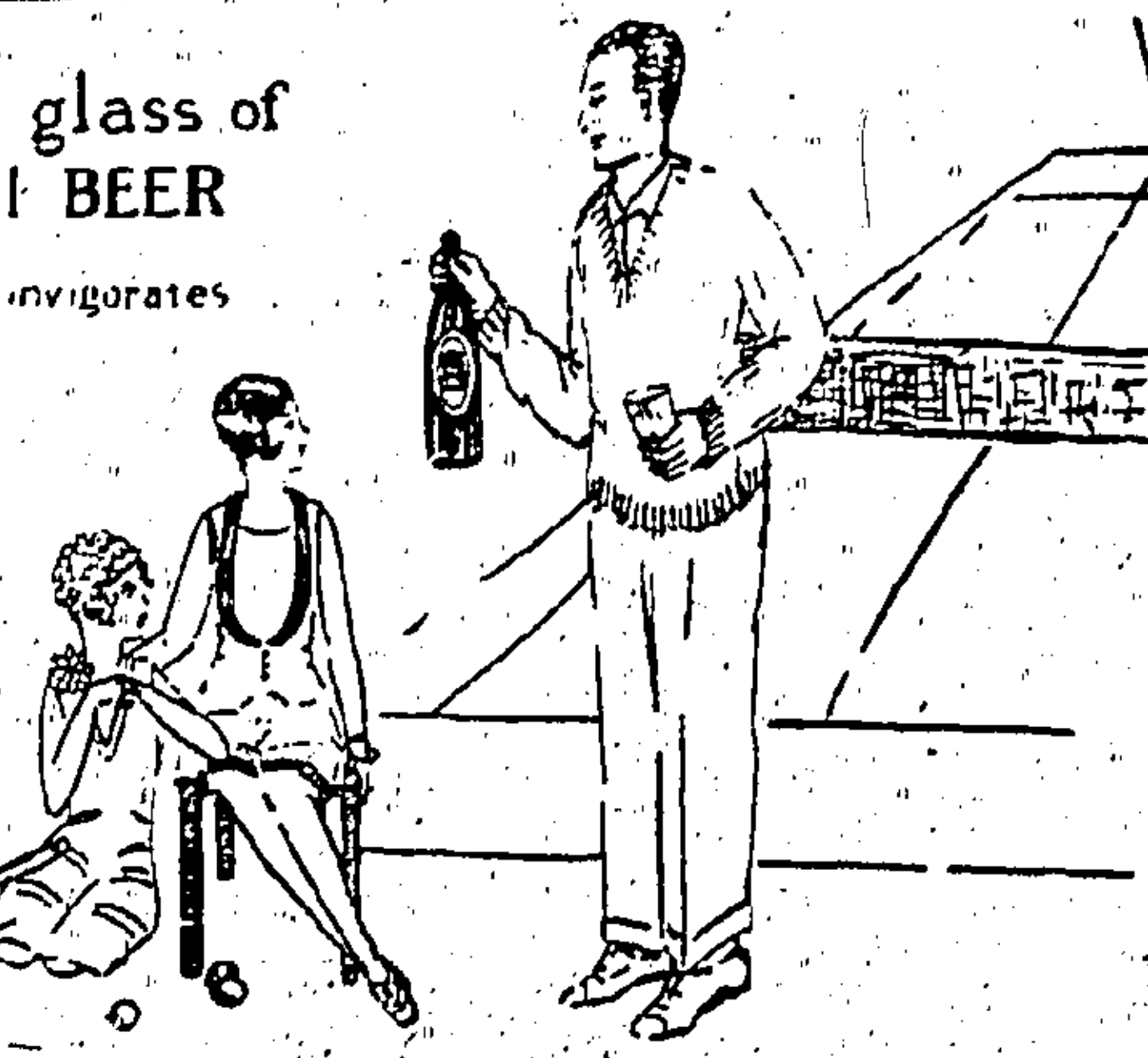
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OBTAINABLE EVERYWHERE.

Have a glass of
ASAHI BEER

it cheers & invigorates



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HONG KONG.

UNITED ASBESTOS ORIENTAL AGENCY.

LOSS ON WORKING.

SHAREHOLDER DISCUSSES LIQUIDATION.

At the annual general meeting of the United Asbestos Oriental Agency, Ltd., held yesterday morning the question was raised of the desirability of the Company going into voluntary liquidation.

The Chairman, Mr. T. G. Weall, in his speech reported a loss of \$3,307 on the trading accounts for the past year, and explained that this sum did not really represent the financial position of the Company in comparison with the previous year's loss since drastic reduction in overhead expenses had been made. With regard to metalisation the Company had been unable to find sufficient work to make the venture a success, and in consequence the value of the plant and workshop had been considerably depreciated in the accounts.

The Hon. Mr. J. Owen Hughes, who is a shareholder, asked if the Chairman held any hope of obtaining a profit from the metalisation business and said that he felt serious steps should be taken with regard to the future of the business as a whole.

CHAIRMAN'S SPEECH.

Addressing the meeting, the Chairman said: Again I have to report a loss on working for the financial year ending May 31st last. The trading loss on this occasion, \$3,307, appears to be an improvement upon the loss for the previous year but seeing that drastic reduction in overhead expenses was effected this is not the case and the actual gross profits were considerably less. Owing to the cash position, the charge for interest is becoming an increasingly heavy burden.

Turning to Metalisation, after overcoming a great many difficulties and getting the plant working satisfactorily, I regret to report that we are unable to find sufficient work to make the venture the success it was hoped. This lack of business is no doubt partly due to the depressed state of trade, more especially shipping and partly to conservative tendencies and reluctance to embark upon a new process which is at present unknown and untried in the Far East. It has been thought advisable to write off balance of the cost of purchase of patent rights and also to depreciate the plant and workshop, requiring the sum of \$12,925.09 which you will see has been debited to Profit and Loss Account. I hope that this policy will receive your support.

To take care of the debit balance in Profit and Loss Account, and eliminate the debit brought forward from last year's balance sheet, it has been necessary to encroach upon your Reserves to the extent of \$37,000. This sum has been obtained by the transfer of the whole of the equalisation of dividend fund—\$20,000, part of reserves for launch—\$11,000 and \$6,000 from general reserve. You will note that after these transfers we are left with a general reserve equal to the capital in addition to smaller reserves to take care of extraordinary repairs and contingencies.

Stocks have been taken in at conservative valuations, investments at book value well below current market quotations, the whole metalisation venture stands at the reduced value of \$13,583 while your godown and property at Yamat has not been depreciated as the value appearing in the balance sheet is considered conservative.

The report and accounts were adopted on the proposal of the Chairman, seconded by Mr. H. J. Silva.

MR. OWEN HUGHES

The Hon. Mr. J. Owen Hughes then said that he regretted to observe that there had been more losses in the business during the past year. He would like to enquire whether the Chairman held out any hope of the metalisation business becoming a profitable unit in the near future. It seemed to him that the money spent on patent rights was out of all proportion. He quite appreciated that at the time when this addition to the business was made prospects were more hopeful. He felt sure that the general managers and those responsible for the working had done their utmost to make the venture a financial success, but it seemed high time to consider whether or not they could carry on with a venture which had already crippled them so severely. He thought that serious steps should be taken with regard to the business as a whole.

Voluntary Liquidation?

Mr. Weall replied that he was afraid the prospects of the future success of metalisation were none too bright. In addition to shipping the process could be used for various other lines but there seemed no tendency to use it. No more capital expenditure was necessary, the intention was to find what contracts they could for the process and every quarter would be explored.

(Continued on next column.)

MURDER 5,000 MILES AWAY.

WIFE POISONED BY POST.

THE MAGIC PHIAL.

NAPLES. Tommaso Martin, a handsome young Italian, married his cousin, a pretty girl of 19. He was a lazy fellow and had had a dozen love affairs; but the pretty girl was in love with him and refused to listen to the warnings of her family. Tommaso might be a bad lot, but she loved him and marry him she would and marry him she did.

The young husband soon regretted the loss of his freedom, and found his wife's love a nuisance; so to cut himself adrift he announced that he was going to the United States. He was going to make his fortune, and when he had enough money he would send for his wife.

Time went by and his letters held out no hope of speedy reunion the poor girl, who was still hopelessly in love, raised the money for the voyage and arrived unexpectedly in New York.

A Cold Welcome.

Tommaso welcomed her coldly, and his behaviour was such that at last she saw that there was nothing for it but to return to Italy. She could not make up her mind to break with him because she still loved him, and they wrote to each other from time to time.

She became ill and wrote to tell her husband. He replied that he loved her, that he had made much money and was coming to Italy with an American doctor, who would undoubtedly cure her. And the letter almost worked a cure.

But Tommaso did not come. He sent another letter to say that his business prevented his leaving the United States and with the letter he sent a little phial containing a white powder, which he said was a medicine of almost miraculous power. He had got it for her from a famous American doctor. She was, he wrote, to go to a stream in the neighbourhood of her home, if possible the stream near the Val Grande, and to drink it there. She was to tell nobody and she was to burn the letter.

Found By Tourists.

And so the girl, who could not believe that her husband did not love her, went to the stream and took the medicine. Excursionists found her lying dead on the bank. She had not had the heart to destroy the letter, which revealed the secret of the murderer across the Atlantic, and the doctor who examined her body found that she had died of poison.

The Italian authorities applied for the arrest of Tommaso Martin. He had disappeared from New York and it is only recently that he was discovered and arrested in a little town of Uruguay. He is under lock and key and will be extradited to be tried for his crime.

TIGERS IN KUALA KUBU.

FOUR DEATHS: MAN-EATERS SEEN NEAR RAILWAY STATION.

A reign of terror has been instituted in the Kuala Kubu district by man-eating tigers, according to the appended report from the *Malayan Daily Express*:

It was only recently that a Chinese tapper working on Ban Joo Estate, Kuala Kubu, was carried away by a tiger. Now a more tragic occurrence has come to light. Since the first tragedy, the people in the district have been keeping awake and were prepared for the worst. Days passed without any untoward happening and when hopes were firmly gaining ground that the tiger would not return, the news was brought that three more men had been carried away.

Diligent search was made until the half-eaten and badly mauled bodies of the victims were found. It is known that four tigers were seen together one afternoon in the vicinity of the railway station. The station master communicated with the Police, who, arriving heavily armed, lost trace of the beasts who had retreated to the jungle. The footmarks were plainly visible, as it was then broad daylight.

With regard to the further remarks of Mr. Owen Hughes, he had already taken up with Messrs. Dodwell's head office the advisability of putting the Company into voluntary liquidation while there were still assets far in excess of the nominal capital. He might have some proposition to put before the shareholders in a month or two.

Other Business.

Mr. B. S. Vieira proposed and Mr. L. G. S. Dodwell seconded the re-election of Messrs. Lindstead & Davis as auditors, which was carried unanimously.

Those Present.

Those present at the meeting were: Mr. T. G. Weall (Chairman), the Hon. Mr. J. Owen Hughes, Messrs. L. G. S. Dodwell, D. Harvey, H. J. Silva, B. S. Vieira, and G. R. Edwards (Secretary).

HONG KONG POLICE RESERVE.

ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

Squad Drill.

All recruits of the Chinese and Indian Companies, and of the Flying Squad will parade at Central Police Station on August 8th, at 5.30 p.m. sharp for Squad Drill under Serjt. Condon. Dress: Multi.

Chinese Company.

INSPECTION PARADE.

All ranks of the Chinese Company, including newly joined recruits, will parade at the Police Training School, Kowloon, on Friday 10th, for inspection by the Hon. Captain Superintendent of Police. Fall in at 5.50 p.m. sharp. Dress: White uniform, cap with cover; rifle, belt, side-arms, and truncheon to be carried. Those not in possession of uniform will attend in multi. Special buses will leave Star Ferry Wharf, Kowloon, at 5.35 p.m. prompt. No members may be absent from this parade without leave from Company Commander.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, August 7th, Fall in at the Tsimshatsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, August 9th. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

Sharpshooters' Company.

Revolver Night Firing Practice will be carried out on Kennedy Road Range on Wednesday evening, August 8th, at 9 p.m. Members will bring their belts, holsters, and revolvers.

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Tuesday, August 14th, at 8 p.m. sharp. All members of the Chinese and Indian Companies, and of the Flying Squad who have not yet passed Part II. of Training Course must attend.

Aquatic Sports.

The attention of all Police Reservists is drawn to the programme of the 7th annual aquatic sports of the Police and Prison Departments to be held at the V.R.C. on Saturday, September 15th. It includes a special race open only to members of the Police Reserve. Further particulars can be obtained from Serjt. R. J. Hunt, to whom all entries must be sent before September 3rd.

(Sgd.) W. KENT, A.S.P. Adjutant.

Hong Kong, August 7th, 1928.

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SOMERSET MAUGHAM'S startling play "Rain" as an amazingly vivid film produced by the man who made "What Price Glory?"

GLORIA Swanson

IN

SADIE THOMPSON



Sadie could storm any barracks she attacked! Magnelism had never been heard of in the lonely South Sea Island until she arrived. What a woman!

You'll say so, too!

UNITED ARTISTS PICTURE.

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TO-DAY TO SATURDAY

At 2.30, 5.00, 7.15 & 9.30.

THE comedy of youth who tried a book of how to make love but found caveman tactics better!

THE BOY FRIEND

With MARCELLE DAY, JOHN HARRON, GEORGE K. ARTHUR, GERTRUDE ASTOR



AT THE WORLD

FINAL SHOWINGS TO-DAY

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HUMOUR - TRAGEDY - INTRIGUE - ROMANCE!

POLA NEGRI

In

'FORBIDDEN PARADISE'

With ADOLPHE MENJOU AND PAULINE STARKE

AT THE STAR

FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15.

CINEMA NEWS.

"SADIE THOMPSON"

Gloria Swanson will be seen in the greatest picture of her career, "Sadie Thompson," at the Queen's from to-day till Saturday.

Based on a story by W. Somerset Maugham, which was produced as a stage play under the title of "Rain," the picture is a study of character. The settings, while reflecting the "mood" of the story are not obtrusive and nothing is allowed to detract from the dramatic relations between the various characters.

"Sadie Thompson," around whom the story is woven, is an outcast of San Francisco's underworld who arrives at a South Sea Island where she meets a tyrannical reformer, whose wrath she incurs because of her easy familiarity with a party of marines stationed on the island, and her open contempt of his teaching. Sadie's rebellion is the beginning of the conflict between outcast and reformer which, following closely the original story sweeps from climax to climax, to a sensational ending.

Miss Swanson plays "Sadie Thompson," others in the cast are Lionel Barrymore, as the fanatical reformer, William Stanton, and Blanche Frederici.

Owing to the length of the picture, performances start promptly at 2.30, 5.00, 7.15 and 9.30.

Long Tack Sam Again.

Long Tack Sam, the Chinese magician and his clever company of vaudeville artists who delighted Queen's Theatre audiences last week with their remarkable performance, are to reappear at the Queen's on Sunday and Monday next at 9.30 each evening. Besides being a magician of marvellous skill, Long Tack Sam is a comedian of ability. Assisting the magician are his two beautiful daughters, the Misses Mi Na and Nee Sa Long, who contribute musical and dancing solos and Indian, jazz and novelty dances of great skill and effectiveness. The other members of the company have distinctive items, such as ribbon spinning, diving through a frame of knives and other strange stunts. The programme which is to be repeated on Sunday and Monday is an exceptionally fine one and it should draw crowded houses on both nights. Admission is at the popular prices of \$3, \$2 and \$1 and booking is now open at the Queen's Theatre, where seats may be reserved for the dress circle and orchestra stalls.

POLICE INQUIRY SCORE.

TO TRAVEL ABOUT THE COUNTRY.

LONDON, July 14th.

The Home Secretary, Sir William Joynson-Hicks consulted the Liberal and Socialist Parties on the terms of reference for the Royal Commission which he proposes to set up to inquire into the methods and practice of the police.

Details are unlikely to be settled for another ten days or more. But it seems certain that the Commission will be empowered to consider all the general points put forward by the Savidge Tribunal in both reports.

Also, it is intended that charges such as those brought by Mr. T. J. O'Connor, M.P., relating to alleged corruption and bribery, shall be fully probed. It is apparently in the mind of the Home Secretary that the Commission might travel about the country during its examination of provincial forces.

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Taffeta with contrast colour
collars and cuffs.

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\$8.50 per suit

3 Suits for \$23.50

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OFFICERS ENTERTAINED BY ST. ANDREW'S SOCIETY.

WITTY AND ELOQUENT SPEECHES.

THE REGIMENT'S RECORD.

Last Saturday was an occasion unique in the annals of the St. Andrew's Society of Shanghai, when the President, Committee and members had the honour and pleasure of entertaining the Officers of the 2nd Battalion H. M. S. Scots Guards. The function took the form of a dinner served in the Majestic Hotel, a company of roughly 100 attending. The Officers present were:—Lieut.-Col. E. C. T. Warner, D.S.O., M.C. (Commanding), Major E. J. M. Garel-Groves, D.S.O., M.C., Capt. G. L. Tynningham, Capt. H. L. Graham, M.C., Capt. C. A. A. Robertson, Capt. I. D. Erskine, Capt. E. T. Cutler, M.C., Lieut. P. H. Catt, Lieut. J. E. M. Bland, Lieut. W. T. Lindesay, Lieut. M. D. Erskine, Lieut. C. V. R. Blundell-Hollinshead, Blundell, Lieut. G. M. Kinmont, Lieut. J. Godman, Lieut. M. E. St. J. Barne, Lieut. J. F. Milburne, 2nd Lieut. A. C. Stirling-Horne-Drummond-Moray.

The guests were welcomed by Dr. J. Elliot Murray (President) and the other officers of the Society.

Many of the Society's members wore the kilt and a highly pleasing feature of the occasion was the programme put on by the pipes and drums of the Battalion.

THE PRESIDENT'S WELCOME.

THE COSTLY KILT.

In proposing the toast of the Scots Guards, the President said: "The Costly Kilt."

Gentlemen.—It is just over a month since Shanghai had for the first time in its history the honour and pleasure of welcoming a Scottish regiment. There was an element of disappointment that the Battalion did not wear the kilt but, gentlemen, when you take into consideration that the Chancellor of the Exchequer is for ever preaching economy, that the kilt is composed of yards of very expensive material, and that the average height of the Scots Guards is about six foot two, you can well imagine that the War Office would start their economy crusade by clothing such a fine type of manhood in anything but the kilt.

Before the Battalion arrived, I was told by a Sassenach, who said he had it on "very good authority," that the Scots Guards consisted of 75 per cent. Englishmen. I deduced two things from that remark; first, that the man who told me this was no relation of George Washington, and, secondly that it showed the pride Englishmen have in our Scottish Regiments and their anxiety to enlist in them. For that we can hardly blame them. The truth is that about 75 per cent. of the regiment consists of Scots and the remainder is largely recruited from Liverpool and London where there is a very large Scottish community.

Fine Sporting Record.

The Battalion left England in May, 1927, only having had eight days' notice to get ready. It was at the time of the Nanking trouble and there seemed a possibility of a certain amount of scrapping. Naturally there was great disappointment when the Battalion received orders to remain in Hong Kong. They did not waste their time there, however, and proceeded to show what stuff they were made of.

Dr. Murray then related the sporting triumphs of the Scots Guards with which we are, of course, well acquainted.

Continuing the President said: "If there is anything that thrills a Scot, it is the pipes. You have all had an opportunity of hearing the excellent Pipe Band of the Battalion. I have heard it on several occasions and two of these left an outstanding impression on me. The first was at Luna Park, where I believe our Chinese friends and those of other nations were so impressed that the usual rush to collect dividends was long delayed. Some of you will recollect the applause the Band received on that occasion. The second time was a week ago, when returning from one of the cruises down the river, which I understand have been much appreciated by the men. When passing H.M.S. *Berwick*, the magnetic influence of the pipes was enough to bring practically the whole of her crew to the rails, cheering wildly. Gentlemen, we are proud to have the Scots Guards in Shanghai, not only on account of their nationality, but also for their wonderful war record."

After reviewing this record in detail the speaker said: "It is an interesting fact that the present Commanding Officer was a Platoon Commander in 1914 and Adjutant of the Battalion at Festubert. Major Wynne Finch who, I regret, is not with us this evening, was junior ensign in the Battalion at the outbreak of war and was actually in command of the Battalion on Armistice Day."

LT-COL. WARNER REPLIES.

A GREAT REGIMENT.

Lieut.-Col. Warner made a racy reply in which he dealt with the histories both of the Scots Guards and St. Andrew's Society, keeping the company on an almost unbroken run of laughter and cheering. He said that, as a Regiment, they had a fairly good opinion of themselves, but, after the eulogy they had just heard, he could only give a quotation:—"O, wad some power the gillie gie us, tae see ourselves as others see us!" However, as the first Scottish battalion quartered in Shanghai, or in China, proper, they felt a certain responsibility, and recognized that it was for them to uphold not only the reputation of the Regiment, but of Scotland in general. They belonged to a regiment with great traditions and they prided themselves on their discipline in peace almost as much, if not more than, their discipline in war and he hoped Shanghai would find them not unworthy of its hospitality. In saying that, he spoke for all ranks. They would pardon him if he spoke with some pride as being in command of the finest Battalion in the British or any other army. (Cheers.)

Only Battle Meeting With The Coldstream Guards.

It was very nearly 300 years ago, continued Col. Warner, that the Regiment of Scottish Foot Guards first fought in action in Scotland, at Dunbar—"Oh!"—that action not being terribly successful, but it should be remembered that, fighting on the other side, was a regiment which subsequently became the Coldstream Guards. They had never had the good—or perhaps bad—fortune to meet the Coldstream Guards in battle since then. (Laughter and cheers.) The Regiment was practically annihilated, fighting for its rightful King, at Worcester, then was reconstituted in Scotland as Foot Guards and remained so until about the time of the Union. They had seen service in a great many countries and they had not been back in Scotland as a Regiment since then!

Col. Warner then quoted some statistics illustrative of the work of the Shanghai St. Andrew's Society. He was glad to say it was possible to hope that the Battalion would be able to co-operate with the Society in celebrating both St. Andrew's Day and Hogmanay, and, if they could help in keeping the Cross of St. Andrew flying twelve thousand miles from Bonnie Scotland, their services were at the Society's disposal. (Cheers.)—*N.-C. Daily News.*

BIG EXPLOSION AT WEIHSIEN.

SHOWER OF HEADS AND LIMBS.

RESULT OF CHISELLING SOLIDIFIED GUNPOWDER.

TSINGTAO, Aug. 1st.

A missionary arriving from Weihsien several days ago reports that a terrific explosion of gunpowder occurred at the east gate of that city some days ago. From all that can be learned there was a large amount of gunpowder stored in the east gate tower and as there had been no use for it for many years *Hsien-dung* decided to sell it.

200 Houses Burned.

On examination it was found to have solidified and could only be dug out in large chunks. There are few left to tell how the accident occurred, but it is said to have been brought about while the powder was being cut up into smaller lumps with chisels. It is highly probable that a steel chisel struck a piece of rock or gravel in the powder and the resulting spark caused the explosion. Twenty men are reported to have been killed outright and an unknown number injured. Heads, arms, and legs fell in various places. The blazing fragments hurled out started several fires and 200 houses were burned before it could be checked. The mission hospital was filled with victims, many of whom died of their injuries.

Press Is Silent.

No less worthy of note than the explosion itself is the fact that, although this occurred quite some days ago, there has been no notice of it in any newspaper as yet. Were it not for the casual report of this missionary visitor, it might have escaped public attention altogether; and this happening in the most important city on the railway between Tsingtao and Tientsin. One is reminded of a similar accident in Japan, a dozen or so years ago. An old powder magazine was being moved and the scattered grains that had fallen to the earth on a floor year by year and been trampled in were sufficient to set off a terrible explosion when a workman's pick furnished the spark.—*N.-C. Daily News.*

WHERE DISBANDED SOLDIERS GO.

ENROLLED AGAIN IN OTHER CORPS.

SIMPLE SOLUTION OF DEMOBILISATION PROBLEM.

SHANGHAI, Aug. 4th.

The Chinese Press has been exerting itself a good deal lately in giving publicity to the fact that soldiers of the various corps of the Nationalist Army are being disbanded daily, with practically no funds to start anything with, or even to return to their own homes. Much curiosity has been evinced by both the Chinese and the foreign public as to the ultimate end of those soldiers, and into what walks of life they are, or will be, absorbed, and the general opinion is that under the present conditions prevailing all over the country these disbanded soldiers must inevitably release like so many other into banditry.

How different actual facts have proved can very easily be seen when it was found out, yesterday, from a very reliable source, that the men are not absorbed into any civil life at all, but remain in the army all the time, the term disbanded soldier being evidently used in order to rouse public sympathy for these men.

From One Force To Another.

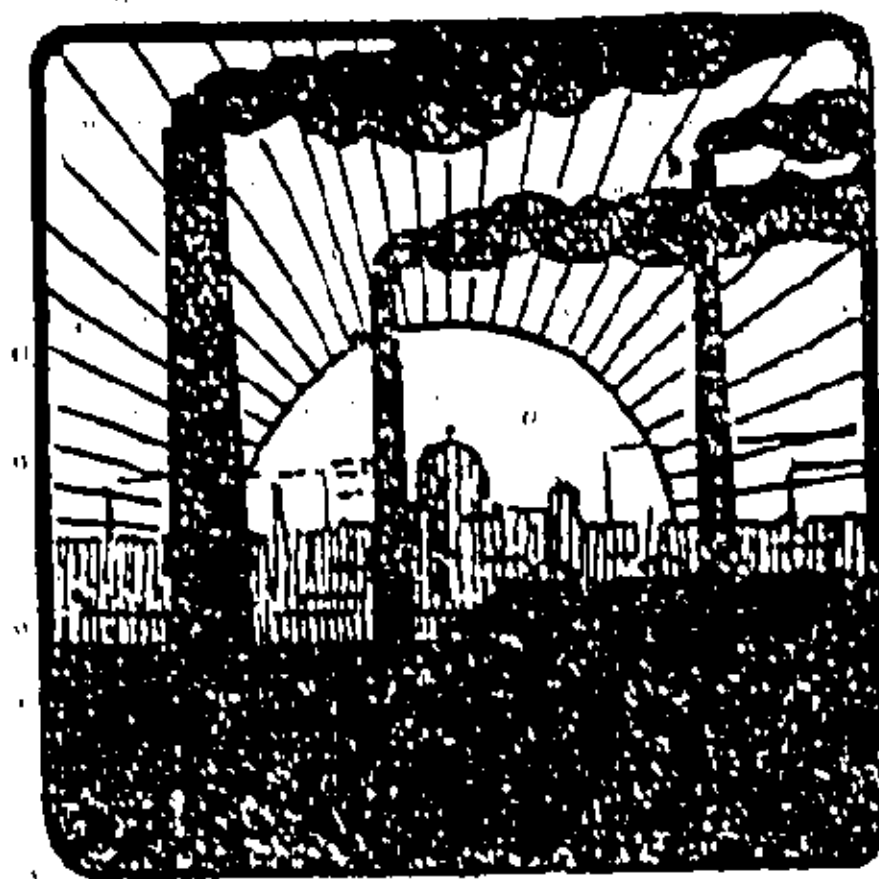
All doubts about the real occupation of the disbanded soldiers were set at rest by the simple statement that they are disbanded from one corps, in one town, and re-enlisted in another corps in a town near by. A fitting example of this state of Chinese military affairs is the fact that the 180 disbanded soldiers of the 1st Army Corps, who arrived here from Nanking on August 1st, left on the evening of the 2nd for Hangchow, where they will be re-enlisted into the Peace Preservation Corps.

To all appearances this means that a new army is being formed in China, and while soldiers are disbanded from the regular military service, they are put into this Peace Preservation Corps, an ingenious method of keeping the ball rolling.

One hundred more disbanded soldiers of the 1st Army Corps, 1st Division, were sent from Nanking to Hangchow yesterday. It is not known at present what will be done with these men. Will the Peace Preservation Corps open its arms to them?—*N.-C. Daily News.*

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PEKING AND THE KUOMINTANG.

GROWING HOSTILITY.

WILD RUMOURS OF SOUTHERN DEFEAT.

PEKING, August 2nd.

Since the departure of the Nationalist leaders there has been a remarkable popular revulsion of feeling here against the Kuomintang, openly expressed in all Chinese circles, writes Mr. Rodney Gilbert in the *N.-C. Daily News*. The Nationalist propaganda and their ritualistic ceremonies, which are obviously alien to northern minds, inspire in public gatherings the frankest expressions of disgust and contempt. Rumours of imminent Kuomintang collapse are therefore most assiduously spread, while the assertions of the carefully censored press are ignored. All foreign residents are eagerly cross-examined by Chinese, who believe that the Southern armies are being driven back upon Peking by Fengtien or the Shantung-Chihli armies in the north-east, while the whole community is convinced that General Wu Pei Fu at the head of an army of 180,000 men, having emerged from Shensi, has overwhelmed Marshal Feng Yu Hsiang and is now advancing to deliver Peking from the Southerners. This feeling here is partly traceable to dislike of the Southern troops, partly to the removal of the capital, but principally to hopeful conspirators among civil and military officials now without a job.

Yen Hsi Shan's Illness.

Although it is widely known that Marshal Yen Hsi Shan of Shansi suffers from chronic appendicitis, no Chinese here believes that his return to Taiyuan was prompted by illness, but all are convinced that he is abandoning Peking to Marshal Feng Yu Hsiang's propagandists and tax collectors, to Nanking's job-hunters and to General Pei Chung Hsi's military control. Even responsible Shansi officials now say that they knew their Chief was going to Taiyuan and not to Nanking before his departure.

New American Treaty And Japan.

The most discussed topic in diplomatic circles is the new and unexpected Nationalist official reaction to American diplomatic efforts. The Kellogg Note and the treaty signed between Mr. T. V. Soong and Mr. MacMurray have undoubtedly engendered much ill will among people of general nationalities. But they are most openly resented by the Japanese, who have waged a tireless campaign ever since to prove that America's ulterior purpose is sinister. The intended effect on the Chinese has not been achieved, since those Nationalists here who first believed that China had been cajoled and hoodwinked by America are now convinced that American good will must be genuine since the Japanese are so unrestrainedly irritated, and are therefore professing much reciprocal friendliness and chortling over the Japanese Press and personal propaganda.

The Anti-Feng Faction.

The elements hostile to Feng Yu Hsiang are now belatedly agitated about the presence here a month ago of Marshal Feng's Soviet advisers, and also of the military officials from Urya who are supposed to have conferred with Marshal Feng; while the fact that the only Red residence in China is established at Knifeng (Feng's capital) is regarded as a revelation of Marshal Feng's relations with Moscow.

There is, therefore, much gossip of military precautions in Inner Mongolia to check relations between Moscow and Kaifeng. While Chinese hostile to Marshal Feng assume that a binding agreement exists between him and Moscow, intelligence reports from Moscow, via Europe, indicate that the Soviet is hopefully looking towards re-establishment in China under an agreement with Marshal Feng, but is finding the latter elusive, and more flirtatious than helpful.

LIFE SAVING TESTS.

LYEMUN GUNNERS RECOMMENDED FOR AWARDS.

An examination under the rules of the Royal Life Saving Society of Great Britain was conducted at the 12th Heavy Battery's bathing beach at Lyemun, on Monday. Rescue, release, and resuscitation land drill were carried out in the morning, when every candidate was questioned on his general knowledge of the Society's official handbook.

The swimming and life saving tests were performed in the afternoon, in very heavy rain, and against a current—conditions which rendered the examination at least fifty per cent. more difficult than in normal circumstances. In spite of these difficulties, all the candidates satisfied the Examiner by performing the tests in a most meritorious manner.

The following recommendations have been forwarded to the Chief Executive of the Society for approval and confirmation:—Honorary Instructor's Certificate: L/Bdr. Norris (who is, incidentally, well known as a Harbour swimmer). Proficiency Certificates and Bronze Medallions: L/Bdr. H. J. Wilkinson, Gnr. R. Manders, Gnr. R. L. Bridgeman, Gnr. G. W. Abis, Gnr. P. French, Gnr. H. Harman, Gnr. A. G. Mole, and Trumpeter W. E. Adams.

Thanks are tendered to the R.A.M.C. officers who lectured to this class, on first aid to the apparently drowned, and also to Lt.-Col. Gunn for very material assistance in the conduct of the examination. A class is being formed at Lyemun for the Society's Award of Merit (Silver Medal).

ANTI-OPIMUM MEASURES.

CHINESE MEMBER CONGRATULATES F.M.S. GOVERNMENT.

SINGAPORE, August 1st.

At the meeting of the Federal Council the Hon. Mr. Cheah Cheang Lim congratulated the Government on bringing forward a Bill to amend the Opium and Chundu Enactment, 1925. This embodied a vital principle, he said, which those who had fought the opium habit during the last 50 years had urged Government to accept in season and out of season. In Section 8 provision was made for the registration of consumers of chandu. The draftsman of the amending Bill was probably unaware that the Anti-Opium Societies of Malaya had anticipated by several years even the international Agreement and Convention signed at Geneva in 1925. At the S.S. and F.M.S. Anti-Opium Conference held in Ipoh in March, 1927, the following resolution was carried:—

That this conference is of the opinion that after a reasonable period only those who are registered opium smokers should be supplied with chandu and that such registered opium smokers should bear a certificate of registration and identity, with photograph attached, and should possess a pass book showing their purchases of opium, such certificate to be renewed annually.

Similar resolutions were frequently passed by succeeding conferences and it was satisfying to those few who remained of the band of men who carried on the war against opium in the face of tremendous obstacles to note that Government had at last been forced, more by the evolution of international relations than perhaps by its own initiative, to provide for the registration of chandu consumers. But he would like to point out that the mere provision for such registration was not sufficient. He sincerely hoped that it would be enforced and that Government would not permit that section of the law to remain a dead letter.—*Straits Times.*

**BATTLE FOR CHEN-
CHOW.**

1,000 COMMUNISTS KILLED.

TWO DAYS FIGHTING.

CAPTURED PARAPHERNALIA.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, August 7th.

General Fan Shue Shian, Commander of the 10th Nationalist Army, has sent to Canton the important documents, seals, official letters and propaganda which he took from the Communists after recapturing Chenchow, their stronghold in southern Hunan near the northern boundary line of Kwangtung. These Communists "exhibits" were brought here by a special representative of the General and are now in the hands of the military authorities.

In an interview General Fan's representative told local pressmen that the Government troops had a most trying time in defeating the Communists at Chenchow. "We had to fight continually for two days and two nights before we could recapture the city from the Communists. That battle cost General Fan several hundred soldiers in addition to two civil officials who also lost their lives. Colonel Wang Kap Poon was seriously wounded in the conflict. On the other side, over a thousand Communists were killed. Some seven hundred rifles and several machine and field guns were captured by our forces. We surrounded a great portion of the city and drew the military cordon tighter and tighter. The Communists fought like a caged animal surrendering only after they had exhausted their ammunition."

Continuing, he said that there is a real Red menace in the provinces which must be suppressed by all means and at all cost. "These desperadoes," he concluded, "base their principles on killing the innocent people and setting fire to their dwellings."

It is reported that the real purpose of General Fan's representative here is to obtain instruction, ammunition and financial aid from the Canton authorities, so that General Fan can go ahead and finish his round up of the Communists.

THE EXHIBITS.

Amongst the Communist paraphernalia brought to Canton was a big seal on which the following words were inscribed: "The Seal of the Commander of the 4th Army of the Labour-Peasant Forces." This seal bears marked resemblance of the one used by the Headquarters of the 8th Military Route. There were also several personal seals of the notorious Communists. The propaganda matter included a stack of red papers on each of which was written a circular notification of the Headquarters of the 4th Red Army. The circular would have been undoubtedly posted in all the conspicuous places of Chenchow had the Communists had a chance to remain there. It embodies the bloodthirsty slogans of the Communist Party and was in line with those posted all over Canton during the Communist uprising in December last. A summary of the slogans follows:

- 1.—Kill all the local ruffians, rotten gentry, unscrupulous officials, selfish merchants, and reactionaries.
- 2.—All the lands belong to the farmers.
- 3.—Wrest all the money and properties from the local ruffians, rotten gentry, unscrupulous officials, selfish merchants, and reactionaries.
- 4.—Confiscate all the big factories and big business stores.
- 5.—Pay no rent; pay no taxes; and pay no debts.
- 6.—Establish a labour-peasant Soviet Government.
- 7.—All comrades in arms must rise and wrest guns and ammunition from the Government soldiers.

**PRESS CENSORSHIP
IN CANTON.**JOURNALISTS APPEAL FOR
ABOLITION.CONTRAST WITH HONG KONG
PAPERS.REQUEST LIKELY TO BE
GRANTED.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, August 7th.

The Canton Journalists' Association has today sent an appeal to the Canton Branch Political Council and the Provincial Council to raise the censorship on the vernacular newspapers. The appeal stated that censorship by the Government is permissible only when the country is at war, the aim being to see that military secrets do not leak out. "But now the country is united and at peace. Moreover," the appeal continued, "the Nationalist Government has ordered that henceforth no more censorship is to be done," that the Press shall enjoy full freedom in accordance with the principles set forth by the Kuomintang, and that all censors throughout the country should cease their work. But in spite of this edict of the Nationalist Government, local authorities have not issued official proclamation restoring the freedom of the Press. The Government censors in Canton are functioning as usual, stopping publication of news as they deem fit.

Suppressing News That Is Wanted.

Continuing, the Canton Journalists' Association blames the censors for not permitting the publication of the kind of news that the public wants to read. "Their original function was to censor only military news, but they have overstepped their powers and censor and distort news items which are decidedly non-military in character. Thus they forebore stopped us from publishing any news of the recent gun fight on the roof garden of the Sun Co. in Wai Oi Road and also of those crooked people who wrongly accused a person in a tea house in Honam of being a Communist and had the poor man needlessly arrested. Such news has nothing to do whatever with military activities of the Government or even with politics, yet we were not permitted to publish anything. We believe that the public wants to know the truth about these things and they should have been published. We do not know why we were not permitted to do so. It is obvious that actions on the part of the censors are contrary to the Government's rules and regulations governing censorship, and they seriously affect the circulation of the local newspapers."

Happy Hong Kong.

"On the other hand the Hong Kong Chinese newspapers are perfectly free to publish anything they like, whilst the Canton newspapers are oppressed and constantly under censorship. The people of Canton are very interested in their own papers. But for information on many matters they have to buy Hong Kong newspapers, for nothing about many events of interest is published in the local Press. In consequence Hong Kong newspapers are enjoying an ever increasing circulation in Canton, while that of the local Press is dwindling day by day. The people would rather subscribe to the Hong Kong newspapers."

The local publishers are of the opinion that there is no further need for censoring the Press. They want to see Canton censorship laws repealed in compliance with the order of Nanking. "As long as there are censors in Canton," they argue, "the newspapers cannot progress. These censors are an obstacle to newspaper development."

Dr. Sun And The Freedom Of The Press.

In conclusion, the journalists urge the Canton authorities to guarantee and respect the freedom of the Press in accordance with the lofty principles of the late Dr. Sun Yat Sen. "It will be remembered that the *tsung-ti* always advocated the freedom of the Press, except under emergency."

The Canton authorities have, so far, taken no action in regard to this appeal. But according to the view of well informed circles, the censorship will be repealed.

**BIAS BAY AS DEEP
SEA HARBOUR.**LANDLOCKED AND DEEP
WATER."MANY NATURAL
ADVANTAGES."POSSIBILITIES BEING
EXPLORED.

The indentation on the coast line of Kwangtung a short way from Hong Kong, known to foreigners as Bias Bay, bears the name Tai-pang Bay in the Chinese language. The town situated near it is called Tai-pang. Very close to Tai-pang, and also on the coast line, is a bigger town, known as Ngao Tau. This latter belongs to the district of Waiyang, and is situated at its southernmost extremity.

Ngao Tau is about 120 li from Hong Kong, 100 li from Swatow, and 400 li from Swatow. It possesses a landlocked harbour admirably protected by the hill ranges surrounding it, and its great depth of water renders it navigable to large ships. It thus seems to make a safe anchorage for ships to ride out the typhoons that are regular visitors to the China Coast.

Commander Tang Man Hee, of the Precautionary Troops of Waiyang, who was associated with the late Dr. Sun in revolutionary work for over ten years, forwarded a recommendation to the Department of Reconstruction asking that the possibilities of Ngao Tau as a seaport be seriously investigated. In his communication Commander Tang states that there are ample supplies of fresh water, and the place possesses many natural features that make it suitable as a port, there being extensive areas for the construction of warehouses and wharves.

The suggestion is made that as Ngao Tau is but 100 li distant from Pingwu and Tin Tong Wai station on the Canton-Kowloon Railway, a public highway should first be built from Tamsui, near Ngao Tau, to Pingwu. This highway was planned some time ago, but so far no steps had been taken to begin construction. A second highway, leading from Tamsui to Pingshan, and thence connecting with the Waiyang-Pingshan Highway is also planned. From Pingshan there is already a road to Swatow, and hence communication will be available with Swatow. In this manner Ngao Tau will be in touch with all the principal townships in the surrounding districts.

The second step in the suggested programme is the development and improvement of the town of Ngao Tau itself. The river transport services, fishing and salt industries, etc., are all to be encouraged and improved so that the port may become a thriving hive of industry.

When development and growth have arrived at a stage where the outlay will be warranted, a branch railway could be laid from Shekling to Waiyang, Tamsui and Ngao Tau.

It is reported that the recommendation is engaging the attention of Mr. Mah Chao Tsun, Commissioner of Reconstruction, and that in the near future a survey will be made of the territories mentioned.—*Canton Gazette.*

**PROPER CEMETERIES IN
KWANGTUNG.**TO DISCOURAGE
SUPERSTITION.HAPHAZARD BURIAL DETRI-
MENTAL TO COUNTRYSIDE.

At a meeting held by the Rehabilitation Headquarters for the Eastern Region, the magistrate of Chaoyang recommended that proper cemeteries be provided in every village and that all burials be made in these grounds. The existing practise of burying at random all over the countryside should then be prohibited.

The magistrate said that the question of establishing proper cemeteries was suggested once before, at a meeting of magistrates held in the 10th year of the Republic, but that the matter was not proceeded with at the time as it was not considered to be of primary importance. At the present day, however, since the period of the people's tutelage is setting in it would seem fitting to branch the matter again. By stopping the present habit of burying at the dictates of "fung shui," the observance of decency by the ignorant masses would be done away with, and no further obstacles would be placed in the path of industrial development. Hitherto the laying of railways, the opening of mines and forests have all met with obstruction from the natives of the districts, objection being invariably raised whenever there happened to be a grave on the hill which it was desired to cut or work.

Apart from solving this difficulty, ancestral worship would be greatly facilitated, as the people would be saved the trouble of travelling long distances sometimes in order to worship at some ancestor's tomb.—*Canton Gazette.*

OUR WATER SUPPLY.9 MILLION GALLONS A DAY FOR WESTERN AND
CENTRAL DISTRICTS.**RESTRICTIONS END TO-MORROW.**

Some very interesting figures in connection with our water supply were given at the fortnightly meeting of the Sanitary Board held yesterday. It was stated that during full supply the Central and Western districts consume approximately 9.5 million gallons a day, and on restricted supply, the daily consumption amounts to 7.2 million gallons a day. The difference, it will be seen, between full and restricted supply in these districts is approximately 2.3 million gallons and not 500,000 gallons as reported by the local vernacular Press.

The rain which has fallen this last week-end was said to have been disappointing and unevenly distributed, but it is, however, hoped that a full supply to the Central and Western districts will again be available from to-morrow.

Those attending the meeting yesterday were Mr. W. J. Carrie (Chairman), Dr. G. W. Pope (M.O.H.), the Hon. Mr. H. T. Creasy, C.B.E., Dr. S. W. Tso, Dr. S. C. Ho, Mr. Wong Kwong Tin, Mr. J. P. Braga, Brevet Lieut. Colonel J. S. Bostock and Mr. J. Watson (Secretary).

Questions by Dr. S. W. Tso and the replies of the Chairman in connection with our water supply follow:

Dr. Tso: Are the following statements as appeared in the Chinese newspapers, purporting to be made by the Water Authority in explanation of the condition of water supply in the Central and Western districts, correct? namely:

(a) that the fullest capacity of Pokfulam Reservoir which supplies the Central and Western districts is sixty-six million gallons, out of which five million gallons are useless?

The Chairman: Yes, the full capacity of Pokfulam Reservoir is 66 million gallons but water from Pokfulam is not usually supplied to the Central district.

Dr. Tso: That 20 days before the restriction on water supply in the Central and Western districts commenced Pokfulam Reservoir was full to over-flow?

The Chairman: Restriction was not imposed until 37 days after Pokfulam Reservoir had ceased to be full.

Dr. Tso: That, on full supply, the Central and Western districts consume three million gallons daily?

The Chairman: The figure given is incorrect. On full supply, immediately prior to the present restriction, the Central and Western districts were consuming approximately 9.5 million gallons a day, and on restricted supply approximately 7.2 million gallons are being used.

Dr. Tso: That the Tai Tam Reservoir can give a supply of eight million gallons a day?

The Chairman: Tytam and Tytam Tuk Reservoirs could at present supply 5 million gallons a day but the Bowen Road conduit is only designed to carry 7 million gallons a day. Of this only 1.9 million gallons can be passed to the Elliott filter beds in the Western district. 2.0 million gallons pass through the Albany filter beds and 2.2 million gallons through the Bowen Road filter to the Central district. These figures are, of course, approximate.

Dr. Tso: That during the period of restriction the Pokfulam Reservoir supplies to the Central and Western districts 750,000 gallons per day and the Tai Tam Reservoir 1,750,000 gallons: making a total supply of 2,500,000 gallons per day?

The Chairman: During the period of restriction Pokfulam Reservoir is supplying only 500,000 gallons a day, this with the supply from Tytam and Tytam Tuk makes 2,400,000 gallons for the Western district. The Central district gets approximately a further 5 million gallons.

RIDING LOADED LORRIES.INQUEST ON COOLIE'S
DEATH.

FATAL FALL ON THE PRAYA.

An inquest was held at the Central Magistracy yesterday afternoon into the circumstances of the death of a Chinese coolie following a fall from a loaded motor lorry when it turned the corner by the Naval Canton at Praya, Wanchai about noon on July 20th.

Major C. Willson, O.B.E., sat as Coroner and was assisted by a Jury. The sharp turn made by the lorry in negotiating the corner apparently took the deceased, unawares and he fell backwards hitting his head, and he was picked up unconscious.

Dr. Geo. H. Thomas, medical officer of the Government Civil Hospital said that the deceased was admitted to the G. C. H. suffering from a fractured skull. He was unconscious at the time he was admitted and died the next day without regaining consciousness. A

post mortem was held the same day which revealed that the man had died from the injuries diagnosed on admission.

The driver of the lorry said that he was carrying a heavy load of confectionery for the M. Y. San Company, and was taking the goods to an hotel at West Point. He did not take the corner fast and put his speed at about 12 m.p.h. After he had negotiated the corner one of the attendants called out to him deceased lying on the tram line. He stopped immediately and found the deceased lying on the tramline. He carried him to the verandah over the pavement and a European telephoned for the ambulance. He accompanied a Chinese constable to No. 2 Police Station to report the accident.

Further evidence was given by coolies who were riding on the motor lorry at the time and all said that the lorry was moving at a reasonable speed.

The jury returned a verdict of accidental death and recommended that in future boxes and other loads that are piled up high on lorries be properly secured with cords.

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G. R. NOTICE.

HONG KONG WATERWORKS.

IT IS HEREBY NOTIFIED that on and after THURSDAY, the 9th INSTANT, A CONSTANT SUPPLY OF WATER will be turned on in ALL RIDER MAIN DISTRICTS.

HAROLD T. CREASY, Water Authority.

PUBLIC WORKS DEPT.
Hong Kong, 7th Aug., 1928. [6584]

G. R. NOTICE.

RELAYING OF THE TRAMWAY TRACK.

DES VUEX ROAD, CENTRAL ROAD will be CLOSED to WEST BOUND VEHICULAR TRAFFIC from 9 A.M. on WEDNESDAY, 8th AUGUST, until further notice.

WEST BOUND TRAFFIC will be Diverted by Way of QUEEN'S ROAD CENTRAL and WARDLEY STREET.

E. D. C. WOLFE, Capt. Sup't. of Police.
Hong Kong, 7th Aug., 1928. [6581]

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 13th DAY of AUGUST, 1928, at 3 P.M. at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Revenue, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
1	Kowloon Inland Lot No. 2130.	Location of Prince Edward Road and Tai Nam Street.	11 ft. 6 in. by 11 ft. 6 in.	132 sq. ft.	7s. 6d.	10,000

As per sale plan.

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INTIMATIONS.

TO BE LET OR SOLD—Commodious BUNGALOW at MAGARINE, 67, near MOTOR ROAD, Good Garden, Private Garage—Apply: Box No. 6273, c/o Hong Kong Daily Press.

FRONT PORTION OF SHOP TO LET, Central Position, Suitable for Milliner or Dress Maker, Moderate Rental—Apply: "Z," c/o Hong Kong Daily Press.

WANTED—COMPETENT STENOGRAPHER with General Office Experience for BRITISH FIRM at CANTON—Apply: Box No. 6583, c/o Hong Kong Daily Press.

WHY Continue to suffer when POO ON HERBS are within your reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs. Purely Chinese Herbs.

POO ON HERBS CO., 65, QUEEN'S ROAD CENTRAL, 1st Floor, Tel. C. 5009.

ACKNOWLEDGMENT. Mr. and Mrs. E. J. DE FIGUEROA and family tender their sincere thanks to their friends for their kind expressions of sympathy and floral tributes, and also to those who attended the funeral of their daughter BLANKE.

Hong Kong Office: 11, Ice House Street.
London Office: 91, Bridge Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, AUGUST 8th, 1928.

SETTLEMENT OF THE LILLICRAP INCIDENT.

We understand that the dispute which arose between the British Consul on Shanghai and the Canton Authorities over the recent arrest of Mr. LILLICRAP has now been settled. We do not say that it has been settled on an entirely satisfactory basis, for although the agreement reached has met with the approval of the British Minister in Peking it has been the subject of considerable criticism in British commercial circles, and so we are informed, leaves Mr. LILLICRAP himself very dissatisfied. Mr. LILLICRAP, it is admitted, had done nothing illegal, but he was arbitrarily seized by the officials of the Stamp Bureau and thrust into prison for the night where he had as company a number of Chinese criminals. Those who have read Mr. LILLICRAP's description of the conditions in the prison cell will sympathise with him. It must have been a nightmare experience and when he was released the next day he had immediately to destroy all his clothing. This was essential as a mere matter of hygienic precaution. Very naturally he claimed some compensation both for his loss and the indignities suffered, but as far as we are aware he is not to receive any. The goods taken from Mr. LILLICRAP's custody will be released on payment of the stamp tax. The Stamp Bureau officials will express regret for his arrest and an assurance will be given that in future British subjects will not be arrested over questions of taxation. There the incident closes and Mr. LILLICRAP is left to derive what satisfaction he can from his martyrdom and to ponder the question who is to provide him with a new suit.

We do not wish to make a mountain out of a molehill and possibly it would be wise now to allow this particular incident to fade out of memory. An injustice has unquestionably been done and we believe the more responsible officers of the Kwangtung Government realise it and would be very willing, as individuals, to make adequate reparation. When, however, the public

acknowledgment of a fault may be construed by antagonistic parties into a declaration of public policy twisted and distorted out of its proper perspective for the sake of political advantage, more harm than good may be done by forcing the issue to the bitter end. This is the aspect of the case we would commend to the consideration of British merchants. At the same time it must not be overlooked that a very serious principle is involved in the arrest of Mr. LILLICRAP and we trust that the British Consul will make it perfectly clear to the Canton authorities that acquiescence in an "unsatisfactory settlement" of one unfortunate occurrence must not be regarded as a sign of weakness or as establishing a precedent. On the contrary, it is nothing more than sympathetic recognition of the extraordinarily difficult position in which the Kwangtung Government is placed in this period of turmoil and change. If the British attitude is represented in that way it ought not to be impossible to arrive at a definite understanding on the question of "immunity from arrest" which would obviate all chance of friction in the future. An assurance that a British subject will not be arrested over questions of taxation is insufficient. If a foreigner, protected by treaties, is guilty of any misdemeanour he can be dealt with by the Consular Court; if it is a British subject who misbehaves himself the British Consul will see that the punishment is made to fit the crime. Subordinate officials in Canton have a great deal of power over the individual and they do not always exercise this power justly. To avoid mistakes and misunderstandings they must be informed that it is not within their

right arbitrarily to interfere with the liberty of a British subject. If they wish to bring a charge against him they should report the matter to the higher authorities and allow them to proceed with the case on orderly recognised lines. No Chinese in London could be arrested and thrown into prison by a tax inspector, and if business is to proceed smoothly and satisfactorily in Canton a British merchant must be guaranteed from molestation by little jack-in-office who know nothing of the law and may be suffering either from an imaginary personal grievance or merely from swollen head. Ill-advised action on their part can bring the whole government into disrepute.

A twelve-year-old Chinese boy was killed on Monday through falling from the roof of No. 110, Portland Street, Yau-mat, while flying a kite.

The total output of the Kailan Mining Administration's mines for the week ending July 21st amounted to 89,344 tons, and the sales during the period to 79,039 tons.

Cases of notifiable disease reported during the three days ending on Monday were as follows: small-pox 1, diphtheria 1, enteric 1, puerperal fever 1. All patients were Chinese.

A boatwoman who tried to end her life by throwing herself into the harbour at Aberdeen was rescued and sent to the Po Leung Kuk. She subsequently explained that she attempted to commit suicide as it was impossible to support her husband, son and daughter-in-law.

Two men named Yu Yuen Shing and Hsu Tseng Huan, who were in the employ of the Yee Tai Hong firm, of No. 156, Wing Lok Street, were brought before Major C. Willson at the Central Magistracy yesterday for alleged embezzlement of \$14,236. A remand was granted on police application.

A money changer from Hoiping who came here to investigate the accounts of the Cheung Kee money changer's shop with which he does business, discovered the loss of \$4,000. In a report made to the police on Monday he alleges that the accountant has disappeared after obtaining this sum by means of a forged chop.

Further evidence was taken at the Kowloon Magistracy in the case in which two Chinese, one a man and a woman, were charged with "lying the white pigeon" by marrying a girl to a Chinese tailor and obtaining \$90 from him. The bride ran away from her husband after 28 days. The case will come up again on Friday afternoon.

At the annual aquatic sports of the Police and Prison Departments to be held at the V.R.C. on Saturday, September 15th, there will be a race open only to members of Police Reserve and Police Reservists. Note that entries must be made before September 3rd to Sergeant R. J. Hunt from whom all further particulars may be obtained.

PIRATED BY HIS PARTNER.

FUKIEN JUNK OWNERS.

A strange story has been told by Sun Chun Fu, a Fukienese. He said that he was partner in a trading junk with a Cantonese named Lai Lee, and complained in a report to the Police that the junk and the cargo have been stolen.

According to Sun, the junk was loaded with a cargo of old clothing for Fukien, and the owner of the cargo was also on board. They left Shamshuipo on August 1st and just as they were off Stonecutters, Lai Lee, the Cantonese half partner ordered part of the crew below. Sun also retired and later heard a voice say "I will kill him." He appeared on deck and found that two Cantonese members of the crew had attacked the owner of the cargo and one had a revolver. He called to Lai Lee to order the rest of the crew to over-power the Cantonese but Lai Lee took no notice. Sun himself was soon dealt with and at the revolver's point followed the rest of the crew into the hold.

The following night the junk anchored off Lin Tin, in Chinese waters and two other junks, apparently by arrangement, came alongside and took off the cargo. Several hours later a third junk appeared and took off the crew and complainant, who were put ashore some few miles from Macao.

The stolen junk and cargo are valued at \$8,000.

Mr. W. L. Pattenden Becomes Vice-Chairman.

At a meeting of the Working Committee last night Mr. W. L. Pattenden was elected Vice-Chairman to succeed Mr. R. Sutherland who left by the Empress liner this morning for Canada.

(Continued on next column).

THE GRAND TATTOO.

CHANGE OF PLAN.

AT SOOKUNPOO IN OCTOBER.

INTIMATIONS.

For Picnics, Tennis Parties, &c., &c.

FORMAZONE

the non-alcoholic

CHAMPAGNE

An Excellent Substitute for Sparkling Wine, possessing wonderfully stimulating and refreshing qualities.

Dry Ginger

Ale

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices.

Unequalled by any similar product throughout the world.

LIME SQUASH

made from

MONTSEERAT LIMES

and Pure CANE SUGAR.

Brewed

Ginger Beer

The only brewed Ginger Beer in the Far East.

A Popular Favourite!

A. S. WATSON

& CO., LTD.

Aerated Water Manufacturers.

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THE GRAND TATTOO.

CHANGE OF PLAN.

AT SOOKUNPOO IN OCTOBER.

PROGRAMME OUTLINED.

The Grand Tattoo will be held at Sookunpoo on the 4th, 5th and 6th of October. This unexpected announcement was made at the first rehearsal of the scenario which was held yesterday afternoon in the City Hall, and while many people will feel disappointed to have the treat postponed for another month, probably the actors felt relieved at the extra time granted for getting up their parts.

The change of plan came as an absolute surprise to the gathering of ladies and gentlemen who had come in response to the appeal issued by the Philharmonic Society and the A.D.C. for the first rehearsal, and was no less surprising to the Scenario Committee who only received notice of it half an hour before the rehearsal was due to begin.

The first scene representing the gathering of the clans is to be given and will take 15 minutes to perform. As detailed it appears that small parties of Highlanders are gathered round several blazing camp fires, when a messenger arrives announcing war, probably with England since we understand that the date is well in the past. The men band themselves together and march off to the strains of pipes and drums, while the ladies return to their fires.

It was explained to the 60 or so future clasppeople who were assembled, that under the new scheme, the actors would be far closer to the audience than if the Tattoo had been held in the Valley, and that therefore acting, dressing, and make up would be as important as on the stage.

The last scene in which the hero returns to an English village after the wars, this time, we understand, in the costume of to-day, will also be given by the Philharmonic Society and the A.D.C., and it will take about 10 minutes to perform.

After the announcement of the changes in the arrangements had been made, a rehearsal of episode 1, the Highland scene was held, chairs representing the camp fires.

OFFICIAL CONFIRMATION.

ADVANTAGES OF SOOKUNPOO.

We subsequently received the following official notification of the change of date and place and an outline of the proposed episodes:—

In connection with the coming Grand Tattoo which was to have been held at Happy Valley it has been found that the construction of the new drainage nullah at Happy Valley has caused more temporary dislocation of the Jockey Club premises than the Stewards had anticipated when they kindly consented to lend their buildings and grounds for the Tattoo.

It has been decided, after consultation between the Tattoo General Committee and the Stewards of the Jockey Club that the labour and expense of reconditioning the premises specially for the Tattoo would not be justified if there is any alternative venue available.

Fortunately such a venue is available at Sookunpoo which has been placed at the disposal of the Tattoo Committee by H.E. the General Officer Commanding.

Sookunpoo was originally suggested by the military authorities as the ideal place for the Tattoo because of the manner in which the surroundings lend themselves to scenic effects but it was rejected on account of the lighting difficulties which were thought to be insuperable.

Difficulties Overcome.

Happily, these difficulties have now been overcome and so Sookunpoo will be the venue of the Tattoo. The arrangements in connection with the change to Sookunpoo will necessarily cause some delay and it has, therefore, been decided to fix Thursday, Friday, and Saturday, October 4th, 5th and 6th as the revised dates for the Tattoo.

October is preferable to September on account of the cooler weather and less likelihood of typhoons. So long as the venue for the Tattoo remained at Happy Valley, October was ruled out by reason of the extra race meetings, which recommence on October 6th. These reasons, however, do not apply to Sookunpoo and, therefore, the postponement to October 4th, 5th and 6th will probably meet with general approval.

Mr. W. L. Pattenden Becomes Vice-Chairman.

At a meeting of the Working Committee last night Mr. W. L. Pattenden was elected Vice-Chairman to succeed Mr. R. Sutherland who left by the Empress liner this morning for Canada.

(Continued on next column).

CORRESPONDENCE.

THE WATER SHORTAGE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS,"]

SIR,—In my mind, the questions by members of the Sanitary Board re our water supply merely touch the fringe of the problem and do not lead us anywhere. We have to face the incontestable fact that the consumption of water is increasing rapidly whereas the supply is limited by the size of our inadequate reservoirs. This being the case, the Shing Mun Scheme must be put through at once and at all costs. It is the duty of a Civilized Government to provide sufficient water for the needs of its people and that duty must be faced and fulfilled. And in view of the fact that the public will not grudge extra taxation for an adequate water supply, why shouldn't the Hong Kong Government raise a ten or twenty million dollar loan to fulfil its obligations towards the governed. I submit that, even in the administration of a Colonial possession, the greatest good for the greatest number must not be lost sight of.—Yours, etc.

BONE DRY.

Hong Kong, August 7th.

CANTON CENSUS.

TO BE TAKEN IN SEPTEMBER.

KWANGTUNG PROVINCE LATER.

The Canton Political Council has passed a resolution to have a census taken of the population of Canton, and the Municipality have been ordered to carry it out.

The last census was taken in the 14th year of the Republic, and was carried out by school students. There is some doubt whether the results were accurate. Since then it is thought Canton's population must have undergone considerable change, and a new census is necessary. Taking a census of the inhabitants of Canton is but an initial step towards taking a census of the population of the entire province of Kwangtung.

It is proposed that September 8th be fixed as the initial day, the census officials to work from 8 a.m. to 7 p.m. every day, and sufficient officials are to be employed on the work to enable completion of the census within a month.

The press will be asked to assist in explaining to the public the purpose of making a census so as to secure public co-operation and thus simplify the work of the officials. The students of the Statistical Training School attached to the Committee of Reconstruction will be sent out to give public lectures, and to distribute handbills on this matter.

It is estimated that there are at least 150,000 houses in the city of Canton, and about 19,000, house boats serving as floating homes. On this basis it is calculated that about 1,500 officers will be required to make the count of the population. The cost will be about \$8,000. The principal items of expense will be the publishing of the results, and the provision of tea money to the workers, who will each receive 32.

The Committee last night placed on record its thanks to Mr. Sutherland for his extremely hard work in connection with the Tattoo, done during time when he was in ill-health.

The original programme of the Tattoo has been revised and greatly improved. It will now conclude with a very spectacular scene for which Edinburgh Castle will provide the setting. The following is the suggested revised programme:—

SUGGESTED REVISED PROGRAMME.

1.—Arrival of His Excellency. Massed Bands and Drums.

2.—Gathering of the Clans, being an ancient Scottish scene (K.O.S.B. and local Societies).

3.—Khattack Dance (Punjabis), (one night).

Maypole Dance (Miss O'Keefe's pupils), (one night).

Highland Dancing (Reel Club), (one night).

4.—Torchlight Display by 1/Queen's Royal Regt.

5.—Battle Scene:—R.A. K.O.S.B. H.K.V.D.C. (Motor M. Guns). St. John's Ambulance.

6.—Portuguese Display (first night). Chinese Display (second night). Illuminated Motor Car Parade (third night).

7.—Naval Display.

8.—Japanese fireworks (last night).

9.—Scene representing "Entry of Lowlanders and English troops into Edinburgh Castle after Killiecrankie, 1690 (K.O.S.B., Queen's and local societies).

10.—"Land of Hope and Glory." "Abide With Me." "God Save the King."

WEATHER REPORT.

Yesterday's weather report, forecast, and remarks, issued by the Royal Observatory, stated:—

Pressure remains low over South China.

Local Forecast:—S.W. winds, moderate, overcast, occasional rain.

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SERIOUS TROUBLE ON A.P.C. STEAMER.

MUTINY OF CREW.

ANGRY DEMANDS FOR WAGES.

A sensation was caused in shipping circles yesterday when the crew of the a.s. David C. Reid mutinied while the vessel was lying alongside the A.P.C. Wharf at Quarry Bay. The Police were informed of the trouble and an Emergency Squad under the Hon. Mr. E. D. C. Wolfe, C.M.G., (Captain Superintendent of Police) at once went on board. Two Police launches were on the scene but before order could be restored, two of the crew were injured and had to be taken to hospital. Another three members of the crew were detained by the police.

Enquiries made at three Police Stations by a Daily Press representative elicited no information, but late at night our reporter went to the A.P.C. Wharf and learned that the trouble arose out of the crew demanding their pay. The Captain, whose name was not mentioned, told them that they would get their wages in due time. This apparently incensed the crew and they drove the skipper out of the ship.

The master of the vessel said to have drawn his revolver and, according to the crew, he fired two shots at the incensed seamen. One of them received a slight wound on the side of the head and another a wound on the leg. Yet another man had his finger almost bitten off.

STEADY WITHDRAWAL OF SHANSI TROOPS FROM PEKING.

EXPEDITION AGAINST NORTHERNERS IN SHANTUNG.

SATISFACTORY NEGOTIATIONS REPORTED WITH MUKDEN.

EXTREMISTS DECIDE TO ATTEND PLENARY SESSION.

The gradual withdrawal of Shansi troops from Peking still continues, and their places are being by Kuomintang forces from Nanking and Hankow. Rumours were prevalent a few days ago that Yen Hsi Shan, though retiring to Taiyuan ostensibly because he was suffering from appendicitis, did not intend to resume the duties of Commander-in-Chief at Peking and Tientsin. Weight is given to this rumour by the continued drain of Shansi troops from Peking, and by this time the greater part of these forces must have returned to their own province.

It is definitely announced that Yen Hsi Shan will not attend the Fifth Plenary Session owing to illness, though invitations have been issued both to him and to Feng Yu Hsiang. The Shansi Tapan has sent his representative, who will lay before the Session his proposals for military reorganisation. Marshal Feng Yu Hsiang too has announced that he will not attend except in case of necessity.

The extremist members of the Central Executive Committee have met in discussion at Shanghai. It was finally decided that the majority of them should follow Marshal Chiang Kai Shek's advice and attend the Fifth Plenary Session.

At Nanking the day was again devoted to preliminary meetings, selecting the committee of chairmen, fixing the opening date, and examining all business which will come before the Session.

CHANGING GUARD AT PEKING.

[THROUGH REUTER'S AGENCY.]

PEKING, Aug. 7th. The gradual evacuation of Shansi troops continues, and units are departing daily, while a few divisions of Nanking, Hankow and Kuomintang troops recently arrived.

It is reported that 20,000 Hankow troops from Paoingfu are proceeding to Shantung to dislodge the Northerners who recently occupied Chefoo.

EXTREMISTS TO ATTEND.

(Wah Tsz Yat Pao.)

SHANGHAI, Aug. 7th. The "Leftist" members, like Chen Shu Jen, Mrs. Liao Chung Kai and others, held a meeting in Shanghai to discuss the advisability of following Marshal Chiang Kai Shek's advice and attending the Plenary Session. It was finally decided that except Chen Kung Po and Koo Meng Yu, those who were now in Shanghai including Wang Fat Chin, Pun Yun Chao, Chen Shu Jen, Mrs. Liao Chung Kai and Wang Lo Ping should attend the Plenary Session.

OPENING DATE.

(Wah Tsz Yat Pao.)

SHANGHAI, Aug. 7th. The Preliminary meeting will be called to-morrow, when a quorum is expected to be obtained. At to-morrow's meeting the questions of selecting the committee of chairmen and the fixing of a date for the opening of the Plenary Session proper will be discussed.

PROPOSALS EXAMINED.

(Wah Tsz Yat Pao.)

SHANGHAI, Aug. 7th. Yesterday afternoon the Executive members including Marshal Chiang Kai Shek, General Tan Yen Kai, Mr. Yu Yu Jen and Mr. Tai Chi Tso held a meeting to consider proposals from all Executive and Supervisory members, which will be discussed in the coming Plenary Session. The results of the discussion have not yet been divulged.

PORTUGAL'S TREATY QUESTION.

NANKING STATEMENT REBUTTED.

WILLING TO DISCUSS REVISION.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Aug. 7th. A copy of Portugal's Reply to China on the treaty revision question was handed to Reuter's representative this morning. It acknowledges the receipt of Dr. C. T. Wang's Note of July 11th, which stated that the Sino-Portuguese Treaty of December 1st, 1887, having lapsed on April 29th, 1928, has become null and void and that the Provisional Regulations enclosed with the Note should be used to maintain relations between the two countries.

The Reply points out that neither in letter nor in spirit does the Treaty contain any disposition implying that it expired on April 29th, 1928.

This date merely marks, according to Article 46, the limit of the period of ten years at the end of which either party would be entitled within six months to demand the revision of the tariff and commercial Articles exclusively.

"The change of political, economic or commercial conditions claimed to have occurred in both countries are not of a nature to entitle China to dissolve the Treaty by unilateral withdrawal.

Settlement Denied: "Under such pertinent conditions and relevant circumstances, the Portuguese Government can but rebut the statement that the Sino-Portuguese Treaty of December 1st, 1887, is no longer in force and refuse to acquiesce in the imposition of the Provisional Regulations.

Nevertheless, the Note continues, in pursuance of the friendly relations maintained between China and Portugal for many centuries the Portuguese Government is prepared to open negotiations for the revision of the existing Treaty on a basis of equality, mutual respect and territorial sovereignty.

The Portuguese Government will be willing to conclude a new Treaty with the Chinese Government as soon as circumstances permit the application of its provisions and earnestly hope that the mutual desire of the two countries will be speedily fulfilled.

The Reply is signed by H.E. Joao de Bianchi, the Portuguese Minister to China.

H.M.S. "DAUNTLESS."

CAPTAIN COURT-MARTIALED.

[THROUGH REUTER'S AGENCY.]

LONDON, August 6th. Captain K. W. Macpherson, the commander of H.M.S. *Dauntless*, was court-martialled at Portsmouth to-day in connection with the grounding of the cruiser on the Tribune Shoal, Halifax, Nova Scotia.

The charge against Captain Macpherson was similar to that against the navigating officer, Lieutenant-Commander T. R. Beatty, namely, that he by negligence or default suffered H.M.S. *Dauntless* to be stranded.

He was found guilty, the Court passing sentence that Captain Macpherson be severely reprimanded and dismissed his ship.

COURTNEY IN NEW YORK.

WRECKED FLIERS ARRIVE.

[REUTER'S AMERICAN SERVICE.]

New York, August 6th. Captain C. B. Courtney, the well-known British aviator, whose *Dorrier-Napier* flying boat was wrecked in the Atlantic last week, has arrived at New York in the *a.s. Minnewaska*, which effected the rescue of Courtney and his three companions.

CAPE TOWN AND BACK.

BRITISH AVIATOR'S PROGRESS.

[THROUGH REUTER'S AGENCY.]

KHARTOUM, August 6th. Captain Murdoch of the Royal Air Force, who is engaged on an attempt to fly from Lympne to Cape Town and back, a distance of 16,000 miles in eighteen days, has arrived at Khartoum. Captain Murdoch took off from Lympne on July 30th.

ITALIAN NAVAL ACCIDENT.

SUBMARINE RAMMED BY DESTROYER.

COMMUNICATION ESTABLISHED.

[THROUGH REUTER'S AGENCY.]

ROME, August 7th. In the course of exercises, seven miles west of Brioni Island, the Italian submarine *F14* came to the surface under the bows of the Italian destroyer *Mistral*.

It was impossible to avert a collision and the submarine sank immediately. The wrecked craft is lying in twenty fathoms of water and the weather at present does not favour rescuers of the crew.

Destroyer's Skill.

ROME, Later. The submarine *F14* has been located by the destroyer *Aquila*, which anchored near the spot and despite unfavourable weather succeeded in installing a tube supply of air to the submarine and in fastening a steel cable to the hull. Communication is still maintained with the crew of the submarine, whose afterpart is damaged.

LAND TAX INQUIRY AT BARDOLI.

FULL FACILITIES FOR PEASANTS.

RECUSANTS RELEASED.

[THROUGH REUTER'S AGENCY.]

An inquiry is to be instituted by the Bombay Government, to be conducted by a judicial officer assisted by a revenue officer. The members will report whether the recent increase in the land tax by 22 per cent. was justified or not, and also whether the old assessments should be enhanced or reduced.

Facilities will be afforded for the peasants concerned to give evidence or to test the evidence of the inquiry assisted by legal advisers.

It is understood the Government is releasing all those arrested for refusing to pay taxes.

PASSING THROUGH THE CANAL.

INTEREST IN DELICATE FEAT.

CROWDS WATCH SINGAPORE DOCK.

[THROUGH REUTER'S AGENCY.]

CAIRO, August 6th. Huge crowds thronged the Suez Canal at Ismailia to witness the delicate task of towing the huge floating dock for the Singapore Base, many eyes motoring all the way from Cairo to see the passing.

Normal traffic is being held up for twelve hours at a time while the dock passes through the narrow portions of the Canal.

The canal-front has been lined with British troops.

FRESH BRIGAND OUTRAGE.

A LAWYER KIDNAPPED.

NO SIGN OF VICTIMS.

[THROUGH REUTER'S AGENCY.]

ATHENS, August 6th. Another act of brigandage is reported from Janina, the bandits having kidnapped a lawyer named Giras.

The bandits are demanding 1,000,000 drachmas as a ransom before he will be released. Meanwhile, the captors of M. Milonas, the ex-Under Secretary of Finance, and M. Melas, a former Deputy, who were kidnapped in the same district, a ransom of 10,000,000 drachmas being demanded, have given no signs of life and have not designated the place where the ransom can be paid.

STABILISING THE PESETA.

MORGAN COMPANY'S CREDIT.

[REUTER'S AMERICAN SERVICE.]

New York, August 6th. The Morgan Company has arranged a credit for the purpose of stabilising the Spanish peseta, but details have not been divulged.

S.S. "KALYAN" ON FIRE.

S.O.S. OUTSIDE WOOSUNG.

PASSENGERS REPORTED SAFE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Aug. 7th. The P. & O. s.s. *Kalyan* from Hong Kong caught fire outside Woosung last night in number three hold. In response to an S.O.S. which was subsequently cancelled, fire boats and tugs proceeded to the scene.

The origin has not transpired, but the fire was got under control. The thirty-one passengers are reported to be safe.

LATER.

The s.s. *Kalyan* came alongside the Hongkew wharf at 7.15 a.m.

NINE DEAD IN TRAIN SMASH.

PIPE FALLS FROM GOODS TRAIN.

EXPRESSES DERAILED.

[REUTER'S AMERICAN SERVICE.]

New York, August 6th. A serious railway accident occurred at Cairo, Illinois to-day, nine being killed and twelve seriously injured as the result of a collision between two expresses.

The fast Southbound Illinois Central train, which apparently was derailed by an iron pipe on the line, collided sideways with a Northbound train, the carriages of both being wrecked.

The double derailment at Cairo, was caused by an iron pipe twenty feet in length and two feet in diameter, which apparently fell on the track from a goods train.

It was first hit by the Northbound train, and hurled on to the Southbound track at the exact moment that the Chicago-New Orleans express was approaching.

Mr. Gosling claimed, and with justice that he was an excellent advertisement for the Singapore climate. In his sixty-ninth year when he died, he had only had two spells of home leave, though he had left Singapore on shorter journeys elsewhere, and he did a great deal more walking and swimming than many men half his age right up to the day of his death.

PARIS COMMUNIST ROUND-UP.

EIGHT MEN CHARGED.

[THROUGH REUTER'S AGENCY.]

PARIS, August 7th. Only eight of the men arrested in connection with the Communist plot have been charged, including the Deputy-Mayor of Ivry, who was arrested for inciting rioters.

PEER'S DAUGHTER IN LEGITIMACY CASE.

SON BORN AFTER SEPARATION.

[THROUGH REUTER'S AGENCY.]

A case was heard by Mr. Justice Hill in the Divorce Division on July 11th which raised an issue of the legitimacy of a child named Michael Patrick Gilbert, born on August 23rd, 1925, to Lady Beryl Gilbert, daughter of the Earl of Clancarty.

The judge declared that the child was not legitimate. The petitioner was Commander Walter Raleigh Gilbert, who married Lady Beryl Stanhope, widow of the Hon. Richard Stanhope, in 1917. Two children were born. At Easter 1922 Commander Gilbert and his wife parted, and had not lived together since.

Divorce Petition.

When the child whose paternity was in question was born Commander Gilbert filed a petition for divorce on the ground of his wife's misconduct with Fred Boucher, a stud groom in his wife's service. The suit was undefended, and Mr. Justice Bateson granted a decree nisi, in April 1926. It was afterwards made absolute.

A question arose after the decree under the marriage settlements, and the President, Lord Merivale, ordered the present issue to be tried.

Lady Beryl Gilbert's mother, Lord Clancarty's first wife, was before her marriage in 1888 Miss Belle Bilton, a famous and beautiful music-hall artist.

The late earl, the present Lord Clancarty's father, did everything in his power to prevent the marriage. He failed, and the union was a most happy one. There were four sons and one daughter, the mother of the child concerned in the case yesterday. Lady Clancarty died in 1903, and in 1908 Lord Clancarty married Miss Mary Gwatkin Ellis.

WORLD'S LARGEST FLYING BOAT.

SUCCESSFUL TRIALS.

SOUTH ATLANTIC SERVICE.

[THROUGH REUTER'S AGENCY.]

BERLIN, August 7th. A successful trial flight has been held in Travemunde harbour of the world's biggest flying boat, *Romax*, which weighs fifteen tons.

The machine rose in fifteen seconds and manoeuvred in the air for a quarter of an hour.

Two similar machines are being constructed at the Rohrbach works and will be utilised as passenger planes on a proposed south Atlantic service.

MR. T. L. GOSLING OF SINGAPORE.

DEATH OF WELL KNOWN RESIDENT.

SINGAPORE, July 31st.

Singapore has lost one of its oldest European residents in Mr. T. L. Gosling, who died at the premises of Mackay Monk, Ltd., where he resided, in Anson Road last night.

During April and June of this year Mr. Gosling celebrated two notable anniversaries—his fifty-third year in Singapore and his half-century of local volunteering. When he first arrived in Singapore in 1875 he was landed from a sailing ship so ill with fever that he was not expected to live. He was nursed back to health, however, and settled down in business here, forming the firm of Gosling and Co., forwarding and transshipping agents. He also engaged in the wine business, and it was interesting to hear him discuss the changing social customs of the European community, as they had affected his business. Thirty years ago wine was considered almost indispensable in the European household in Singapore, whereas to-day Mr. Gosling said that he sometimes did not sell a case a month; moreover, it was not until 1883 that whiskey began to be a popular beverage, its place up to that time having been taken by brandy.

Mr. Gosling claimed, and with justice that he was an excellent advertisement for the Singapore climate. In his sixty-ninth year when he died, he had only had two spells of home leave, though he had left Singapore on shorter journeys elsewhere, and he did a great deal more walking and swimming than many men half his age right up to the day of his death.

He was one of the most regular attendants at the Swimming Club, and its members, who saw him at the Club last Sunday in his usual health and spirits will learn with very great regret that the doyen of the Club has passed away. Mr. Gosling also watched the tennis matches at the S.C.C. yesterday afternoon.—*Strait Times*.

JUMPING AT THE ROYAL SHOW.

KEEN CONTEST.

CATTLE AMAZE A U.S. VISITOR.

WOLLATON, Nottingham, July 11th.

Brilliant sunshine favoured the visit of the King and Queen to the Royal Agricultural Society's show to-day.

The floral exhibition, which their Majesties warmly praised, is magnificent, and some of the individual exhibits are on a very large scale. For instance, Messrs. Sutton are showing 15,000 spikes of sweet peas in one glorious bay, and Messrs. Allwood have about 6,000 carnation blooms, while the herbaceous flowers make a border 200 ft. long.

While the cattle parade was in progress a Los Angeles, U.S. visitor, declared that it astonished him, and that there could be nothing of its kind in the world approaching it in variety and interest.

The first jumping competition was a spirited contest, watched and enjoyed by an immense crowd, and it ended with Mr. Joseph Taylor, of Strutton, Warrington on Battle Axe, and Mr. F. V. Grange, of Alveston, Nantwich, on Desire, dividing the first and second prizes.

The Hunters.

A beginning was made with the judging of the hunter riding classes, which are exceptionally strong this year.

An outbreak of foot-and-mouth disease close to York has caused the isolation in the "Royal" show-yard of several cattle and pens of pigs, which had come from farms within a radius of 15 miles of the scene of the outbreak. The herds men also are isolated. Should the disease not appear here the animals and their attendants will be licensed out at the end of 14 days.

PRES. COOLIDGE'S VIEW.

HOOVER A CERTAINTY.

U.S. BUDGET FORECASTS.

[THROUGH REUTER'S AGENCY.]

SUPERIOR, Wisconsin, Aug. 7th. Temporarily abandoning his traditional avoidance of prophecy, President Coolidge has told a friend that he considered it almost certain that Hoover would be elected President in November. He added that he intended personally to participate in the campaign on Hoover's behalf.

The President spent the day poring over the preliminary budget estimates for 1930 when a \$3,700,000,000 budget is forecast, including \$636,000,000 for national defence compared with \$620,000,000 for the current year.

LONDON TRIPPERS IN FRENCH GAOL.

ALLEGATIONS AGAINST AUTHORITIES.

HOME SECRETARY TO BE CONSULTED.

BOULOGNE, July 12th.

The trial of the eight British subjects now detained at Boulogne, charged with disorderly behaviour, will probably be held on Monday or Tuesday, writes the correspondent of the *London Morning Post*. There is only one advocate in Boulogne who speaks fluent English, Mte. Sergeant, and he has been briefed to defend the men. His absence from Boulogne yesterday led to the postponement of the trial.

The names of the men, who come from Bethnal Green, Hackney, and Cambridge Heath, are: Henry Mellowship (26), book-maker, Felix-street, Hackney-road; Charles Mellowship, his brother (31), chauffeur, Ash-grove, Mare-street, Hackney; George Kelly (24), fishmonger, Bethnal Green-road; William Locke (37), dealer, The Oval, Cambridge Heath; Henry Buller (22), Thornby-road, Hackney; Alfred Brown (37), pugilist, Cambridge Heath; — Brown, commissionaire, Gower-street, London; and James Holmes (22), Peabody-buildings, Cambridge Heath.

Flight Of Wives At Home. The men were arrested in Boulogne while on a day trip and have been imprisoned since June 21st. Some of them have written to their wives making serious complaints against the French prison authorities.

The men allege that after three weeks' confinement they have not been told what are the charges against them, and that they are not given proper food or facilities for washing and shaving. It has been stated that the men were marched through the streets under a blazing sun, manacled to convicted prisoners, because they could not afford to pay for taxis. Two of the men also state that at the identification parade they were not picked out, yet they are still being detained.

It was stated last night that Mrs. Locke, wife of one of the men, had seen Mr. Windsor, M.P. for Bethnal Green, to enlist his support on behalf of the men, and that he had promised to lay the facts before the Home Secretary yesterday.

Mrs. Henry Mellowship received a letter from her husband about ten days ago, in which he complained about the prison conditions, and in a later letter wrote: "This makes two weeks to-day I have been here, and I am properly fed up."

Mrs. J. Mellowship, mother of the two men, received a letter a fortnight ago from Henry, which stated: "We do not know what the charge against us is."

"Hardly Anything To Eat." Mrs. Henry Buller has received a letter from her husband complaining bitterly about the conditions in which he and his companions are confined. The letter states: "If you could see the state I am in you would be upset. We have not been shaved for days and we cannot keep clean. I have had hardly anything to eat for days."

Mrs. Henry Mellowship told a Press representative yesterday that she understood the Public Prosecutor would not settle the case unless he is paid £20 damages. "We ourselves," she added, "are in a very distressed condition. Both my sister-in-law and I have had to go to the Guardians for help. We have not a penny in the world, and unless our husbands come home soon the position is going to be very serious for us."

Mrs. William Locke, who last night received a letter from her husband dated June 20th, said: "I am in a terrible plight. I have four little girls and myself and no money to do it with. I have had to pawn my wedding ring and to obtain Poor Law relief."

"My husband appealed to me to send him £5. If I did that, he said, the Public Prosecutor would settle the case. With the help of a few friends I raised the money, but I have heard nothing of it since."

MACAO CHARITY & COMMERCIAL FAIR.

(AUTUMN, 1928).

Conducted Under The Auspices Of
THE SANTA CASA DA MISERICORDIA

and
The Patronage of

HIS EXCELLENCY THE GOVERNOR OF MACAO.

GENERAL REGULATIONS.

1. Objects:—

(a)—To encourage and stimulate production in South China by attracting buyers of all nationalities. This can be achieved by assembling and exhibiting the resources of the region and by bringing to light possibilities of greater and more intelligent development in relation to modern requirements. The commencement of scientific research will necessarily follow, which later transmitted to practical purposes will lead to the development of the region in agricultural and industrial activities.

(b)—To bring peoples into contact and make them better known to one another, and by a series of lectures and conferences seek to overcome misunderstandings, and thus promote friendship and goodwill.

(c)—To draw together merchandise and equipment that are of interest to the region of South China and that can contribute to the development of the resources and material welfare and comfort of its people.

(d)—To attract interest in the charitable institutions of Macao, and especially the Santa Casa da Misericordia, and secure funds for their assistance.

2. Scope:—

The scope of the Exhibition will embrace all merchandise, manufactured or semi-manufactured, or raw materials of interest to, or produced in, South China and also all goods and equipment wherever produced that are, or are calculated to be, of advantage to South China.

3. Duration and Hours:—

The Fair will open on Sunday, 14th October, at 9.00 p.m. (weather permitting) until 2nd December, 1928, and may be reopened after the latter date if so desired. The Fair grounds will be opened daily to the public from 10.00 a.m. to 10.00 p.m. on ordinary days, and from 11.00 a.m. to midnight on Saturdays, Sundays, holidays, and on such other days as the Executive Committee may, from time to time, decide upon.

4. Applications for Space:—

The Executive Committee is prepared to receive till 31st August, 1928, Applications for (a) Sites for the erection of Pavilions and Kiosks; (b) Space for Stands in the Main Buildings; (c) Wall Space inside the Main Buildings; (d) Space or Sites in the Grounds for other purposes.

All Buildings, Pavilions, Kiosks, Stands, etc., must conform to a scheme of architecture, but Applicants are invited to submit sketch-plans of their own design for approval by the Executive Committee. No rental charge will be made for land on which Buildings, Pavilions, Kiosks, Covered Stands, etc., are built, but erected inside the Main Buildings, but applicants must build at their own cost, their stands according to the plans and specifications approved by the Executive Committee. Applicants are invited to choose the sites desired, and all positions must conform to the ground-plan which may be seen on application to the Organising Secretary, and at the Portuguese Consulates in all parts of the Far East, and the Secretaries of the local Committees or organised in many centres in the Far East. Applications will be attended to orally in the order in which they have been received and late applications may be assigned space should any be available.

Within the Main Building floor space shall be charged from \$10.00 to \$30.00 per square metre, according to the position occupied. For wall spaces, the charge shall be from \$5.00 to \$15.00 per square metre according to the position occupied. For advertisements on walls of pavilions and within reserved grounds, rates as agreed upon.

For the exploitation of diversions and entertainments and for the establishment of soundings for advertisements charges may be agreed upon.

In special cases, or when deemed convenient to the Executive Committee and exhibitors, different rates may be fixed, if not prejudicial to the Committee.

5. Exhibits:—

(a)—Exhibits intended for display in the Main Buildings must reach the Committee not later than 7.00 p.m. on Saturday, 8th October, 1928, and exhibits for display in private stands must be installed not later than six hours before the opening of the Fair.

(b)—All Exhibits will be classified in the catalogues by the Committee, such classification to be in accordance with a scheme formulated by the Committee.

(c)—All Exhibits must be properly labelled as the Committee cannot be responsible for any exhibits received that bear no label or are incorrectly labelled. Labels should state (i) name and address of proprietor, (ii) value of exhibit, (iii) nature of exhibit, (iv) where produced or manufactured, (v) Place

of origin and any other desirable information.

(d)—The following articles are PROHIBITED: Explosive, detonating, or fulminating compounds and all dangerous or harmful substances. (Chemicals, spirits, alcohols, essences, and substances liable to cause inconvenience must be contained in vessels of a suitable nature to be acceptable). Firecrackers, matches and similar objects can only be exhibited in the form of dummies. The Committee reserves the right to prohibit any articles which may be deemed objectionable or unsuitable, either before or after acceptance.

(e)—Removal from Main Buildings.—No goods exhibited in the Main Buildings may be removed, without the written sanction of the Committee, before the closing date.

6. Handling of Goods:—

(a)—The Committee will undertake the handling of goods sent to the Fair. Goods presented not later than 7.00 p.m. on Saturday, 8th October, 1928. The handling will include:—

(i) Taking delivery of goods from vessels at Macao. Foreign exhibitors are advised to send packages into Macao on Through Bill of Lading (C) Hong Kong.

(ii) Placing goods within the space allotted to Exhibitors.

(iii) Storing cases till returned after the Exhibition.

(b)—Transport.—Exhibitors will be required to bear all expenses of transport to and from the Fair, and in coming packages, upon which transport charges have not been prepaid, will not be accepted.

(c)—Removal.—At the close of the Fair the Committee is prepared to return exhibits packed, and while no charge will be made for this service, all expenses of transport and freight as well as insurance must be borne by exhibitors.

7. Installation:—Exhibitors must personally, or through their accredited servants or representatives, unpack, install, and display their exhibits. Messrs. Remedios & Mylo, official decorators and architects of the Fair, are prepared to undertake this service, and exhibitors desirous of using the services of this firm may communicate with Messrs. Remedios & Mylo, care of the Secretary of the Fair.

8. Erection of Pavilions and Kiosks:—

(a)—Exhibitors are required to construct and fit up at their own expense, on the spaces allotted to them, pavilions, or suitable structures approved by the Committee. Remedios & Mylo, as official architects, have available a number of suggested plans already approved by the Committee. Other styles of pavilions, stands, etc., should be submitted with plans and specifications for the approval of the Executive Committee. The intention of the Committee is to secure a harmonious scheme of decoration throughout the Fair. Erection may commence as soon as plans have been approved but construction must be completed by 10th October, 1928. Stands and fittings must be maintained in good condition, and the Committee reserves the right to take such steps as may be considered necessary in the event of repairs not being made upon due notice. Exhibitors must demolish and remove all stands within 3 days of close of the Fair.

(b)—While no charge will be made for space occupied by stands, pavilions, etc., no site may be occupied that is not in conformity with the Committee's scheme of decoration. The Committee also reserves to itself the right to make alterations in the event of withdrawal concessions previously given if such alterations are found necessary or expedient for the welfare of a majority of the others. The Committee may also limit the number of stands to be erected by any one exhibitor.

(c)—Use of Stands.—Exhibitors will not be permitted to use their stands for any purposes other than those stated in their form of application and accepted by the Committee.

(d)—Cleaning of Stands.—Exhibitors must maintain their stands in a clean condition, and all refuse must be removed daily at least thirty minutes before the Fair is opened to the public.

(e)—Exhibitors and Their Employees, etc.—The Committee reserves the right to refuse admission to or eject any person or persons behaving in an improper manner, and exhibitors will be held responsible for the conduct of their employees.

(f)—Passes.—One permanent ticket of admission will be supplied to each Exhibitor, as well as a reasonable number of temporary passes (renewable weekly) for the use of attendants and workmen in Exhibitors' employ. All tickets are NON-TRANSFERABLE.

(g)—Sale of Exhibits.—All articles exhibited may be sold or otherwise disposed of at the discretion of exhibitors displaying same, and no commission will be charged on any sales effected, but subject to the conditions regarding Removal of Exhibits.

(h)—Removal of Exhibits.—No goods exhibited may be removed until one week after the opening of the Fair, except with the written sanction of the Committee or unless replaced from others in stock. This condition does not refer to Entertainment and Amusement Stands where prizes, etc., are awarded or distributed. At the conclusion of the Fair goods must be removed by exhibitors or their representatives at their own cost and the Committee will accept no responsibility for any goods not removed within three days of the close of the Fair.

(i)—Lighting and Fire Extinguishers.—Electric installations must be in conformity with the prescribed regulations in force. No other but electric light may be used unless specially permitted by the Executive Committee whose authorisation may not be given in case the proposed system does not warrant sufficient safety and Exhibitors are, nevertheless, advised to keep a supply of Fire Extinguishers as a precautionary measure.

(j)—Obstruction.—No Exhibitor may obstruct by his goods or advertisements any passages or open spaces and the Committee's opinion alone shall be sufficient as to what constitutes an obstruction.

9. Awards:—

The system of awards will be competitive. The following awards will be made:—

Grand Prize Diplomas
Gold Medal Diplomas
Silver Medal Diplomas
Bronze Medal Diplomas
Honourable Mention Diplomas

Special awards will be made, notifications regarding which will be made from time to time.

Exhibits shall be adjudged in classes and groups, every deserving exhibit being entitled to a prize, but for each group there shall be only one Grand Prize.

The decision of the Committee shall, in all cases, be final.

10. Admission:—

Admission shall be by ticket obtainable at the main entrance. Entrance through other gates is limited to Members of the Committee, the Fair officials, and Exhibitors and their servants upon production of special free passes. Free admission is to be given to Government Officials, Police and Fire Brigade on duty.

No motor-cars, motor-trucks, bicycles, motor-cycles, or other vehicles will be admitted during the hours during which the Fair is open to the public.

11. Insurance:—

The Committee does not accept responsibility for loss of any kind, except losses or injury occasioned by the Committee's servants, and Exhibitors are advised to effect insurance or otherwise against loss or damage.

The Government of Macao has generously undertaken to maintain a temporary Fire Station within the Fair grounds, but as an additional safeguard, exhibitors are advised to provide their private pavilions, etc., with hand fire extinguishers or similar appliances.

The Portuguese authorities have very kindly agreed to maintain a sufficient force of police and detectives within and outside the Fair grounds; but exhibitors are advised to take all reasonable precautions against pilferage or theft, as the Committee will not be responsible for any losses occasioned in this manner.

12. Advertising:—

(a)—Exhibitors may distribute or display advertising matter within the space allotted by the Committee but the Committee will prohibit any advertising matter that is objectionable.

(b)—Merchants are requested to communicate with the Organising Secretary for rates regarding space available on the "board-fencing" around the Fair Ground.

13. Customs' Duties:—

Macao is a "free port," but there is a small excise duty on wines, spirits, and tobacco. For the purposes of business the Fair will be treated as a bonded warehouse. Goods for exhibition only will not be liable to duty, but the usual rates must be paid on all goods removed from bond. Special regulations will be issued at a later date.

14. Amusements and Entertainment:—

The Committee is prepared to receive offers for the provision of Amusements, Entertainments, Shows, etc., and the Organising Secretary is able to supply particulars regarding all such stands contemplated. Persons to whom any concessions may be granted are expected to contribute a stated sum by way of payment for privileges towards the expenses of the Fair. Applications should state in detail the nature of the concession desired and the sum offered to the Fair for the concession or permission.

15. Protests and Claims:—

All Protests and Claims must be made in writing and duly signed and lodged with the Organising Secretary.

OLYMPIC RESULTS.

SWIMMING AND CYCLING.

NEXT FAR. EASTERN GAMES.

[THROUGH REUTER'S AGENCY.]

The International Olympic Committee has decided that the next Far Eastern Games will be held at Tokyo in 1930 and in the Philippines in 1934 and so on every four years; also that efforts should be made to secure the participation of British India, Siam and Java.

Graeco-Roman Wrestling.

The champions in the Graeco-Roman wrestling competitions are: Bantam: Leuch (Germany). Feather: Waeli (Esthonia). Lightweight: Keresztes (Hungary).

Middleweight: Kokkinen (Finland). Light-heavy: Moustafa (Egypt). Heavyweight: Svensen (Sweden).

SWIMMING.

1,500 Metres Free Style (Men).—Anne Borg (Sweden) 1. Charlton (Australia) 2. Crabbe (U.S.A.) 3.

Won by eight yards. Time: 19 mins. 51.4-5 seconds. (Olympic record).

400 Metres Free Style (Women).—Miss Norelius (U.S.A.) 1. Miss Braun (Holland) 2. Miss McKim (U.S.A.) 3.

Time: 5 mins. 42.4-5 secs. CYCLING.

Two Kilometres (Tandem).—Holland 1. England 2. Germany 3.

Four Kilometres Pursuit.—Italy 1. Holland 2. England 3.

Time: 5 mins. 2.4-5 secs. Thousand Metres.

Beaufrand (France) 1. Mazzaire (Holland) 2. Palek (Denmark) 3. Hansen (Denmark) 4.

Thousand Metres Time Race.—Hansen (Denmark) 1. Time: 1 min. 14.2-5 secs.

Van Drakenstein (Holland) 2. Time: 1 min. 15.1-5 secs. Gray (Australia) 3. Time: 1 min. 15.3-5 secs.

16. Inquiries:—

An office to which all inquiries should be directed, will be maintained within the grounds of the Fair, and before the opening, date all inquiries should be addressed to: THE ORGANISING SECRETARY, Macao Charity & Commercial Fair, Macao.

17. Machinery:—

All machinery (such as motors, dynamos, etc.) in motion must be raised off sufficiently to give every protection to the public, such raising to be made to the satisfaction of the Committee or other competent authority.

18. Banking:—

Banking facilities will be provided within the precincts of the Fair, and no special commission will be charged on any business done.

19. Accounts and Audit, etc.:—

Accounts will be kept of all receipts and expenditure, and duly audited at the conclusion of the Fair. The General Committee shall retain the proceeds of charges for admission to the Fair grounds, of spaces allotted at Main Buildings and reserved grounds, of spaces hired for exhibits, of licences for entertainments, refreshment stalls, advertising, etc.

The receipts shall be applied to defray all proper expenses in connection with the Fair, building of pavilions, fencing, work of preparation of the grounds for the Fair, staff employees, printing of admission tickets, catalogues, prize diplomas, and any necessary publications.

The net profit shall be assigned to the charitable institutions of Macao as follows: 50 per cent. to the Santa Casa da Misericordia, 30 per cent. to the Kiang Woo Hospital and 20 per cent. to the Tong Sing Tong.

All proceeds shall be deposited at the local branch of the Banco Nacional Ultramarino, to the order of the Santa Casa da Misericordia, payments by cheque shall be signed by the Treasurer of the Executive Committee and countersigned by the Chairman.

20. Alteration of Regulations:—

The regulations are subject to alteration, amplification, or addition from time to time, and special regulations may also be issued for the convenience of the public, and measures for public safety and order will be promulgated as found necessary.

Every exhibitor will receive copies of all such alterations, as well as applications or additions, as well as special regulations and measures as issued from time to time.

THE EXECUTIVE COMMITTEE.

COL. DUARTE VEIGA, Chairman.

INTERPORT BOWLS.

HONG KONG TEAM SELECTED.

A. L. HOLLAND CHOSEN AS CAPTAIN.

The following team was selected yesterday to represent the Colony in the Interport matches at Shanghai which are expected to take place in about a month's time:

A. L. Holland (K.B.G.C.) Captain.
J. C. Brown (Kowloon Docks R.C.).
A. Chapman (K.C.C.).
A. W. Grimmit (C.S.C.C.).
J. Laing (Taikoo R.C.).
W. Mair (Police R.C.).
Reserve: W. Macfarlane (Kowloon B.G.C.).

Two players who represented Hong Kong when the Shanghai Interport team came here last October are included in the above team, namely, J. Laing, and W. Macfarlane who goes as reserve.

It is observed that some of the Colony's old bowlers are not included in the team. There will be many who would have liked to see veterans, as for instance, Russell, of the Kowloon Bowling Green Club, doing the trip, but apparently it is not possible for them to get away and the Selection Committee have done their utmost to get the best representative side out of those who have signified their willingness to go to Shanghai.

Holland is a popular and capable bowler who, apart from his doings in the League, has had stiff struggles with the veteran Russell for third place in the Open Championship during the last two seasons. No better selection could therefore have been made for the position of the "Captain."

Many of the others are mostly accustomed to play in the position of "skip" in our local encounters, but should give a good account of themselves in whatever position they are eventually put down to play. Brown has been a good leader for the Kowloon Docks and will in all probability play as skip. Grimmit's driving abilities, which are proverbial, could be depended upon in an emergency and his best position would be as No. 3.

The team, including as it does some of our best players, could have been even better but for reasons already stated, and all will wish them every success in their venture against our Northern rivals, who, according to report, are endeavouring to put a strong combination on the field.

WATER POLO LEAGUE.

THE FIXTURES.

DECREASED ENTRIES.

The annual competition for the Water Polo League Shield organised by the Victoria Recreation Club will be held during the next few weeks. The programme extends from Monday, the 13th inst., to Wednesday, September 12th. Play will take place, as usual, in the Victoria Recreation Club canteen, every Monday and Wednesday commencing at 6 p.m.

Entries have decreased from seven to five, but it is not expected that there will be any waning of interest in the League. The most noticeable absentee is the Kowloon British School Former Pupils' Association, who took a prominent part in the League during the last two seasons, will naturally affect the competition to some extent. For two years they were runners-up, but the departure from the Colony of E. W. Railton, their best player, has perhaps broken up the team.

Still some good games should be seen. At the moment the Victoria Recreation Club "A" are favourites. Other teams competing are the Victoria Recreation Club "B," the K.O.S.B., the Queen's Regiment, and the Royal Navy. The Queen's are joining for the first time and their initial appearance is being looked forward to. The Royal Navy and K.O.S.B. should give a good account of themselves.

THE FIXTURE LIST.

The fixtures follow:—
Monday, August 13th: K.O.S.B. v. Victoria R.C. "A."
Wednesday, August 15th: Queen's Regt. v. Victoria R.C.
Monday, August 20th: Victoria R.C. "A" v. Victoria R.C. "B."
Wednesday, August 22nd: Queen's Regt. v. Royal Navy.
Monday, August 27th: K.O.S.B. v. Queen's Regt.
Wednesday, August 29th: Victoria R.C. "A" v. Royal Navy.
Monday, Sept. 3rd: K.O.S.B. v. Royal Navy.
Wednesday, Sept. 5th: Queen's Regt. v. Victoria R.C. "A."
Monday, Sept. 10th: Victoria R.C. "B" v. Royal Navy.
Wednesday, Sept. 12th: K.O.S.B. v. Victoria R.C. "B."

LAWN TENNIS.

HONG DOUBLES.

LAST YEAR'S WINNERS DEFEATED.

SEMI-FINAL REACHED.

In the Hong Doubles tournament yesterday three ties were decided in the fourth round, the respective winners of which qualified for the semi-final. The most interesting result was the defeat of last year's winners A. Piercy and W. K. Cornaby (Messrs. Jardine, Matheson & Co.) who went down to A. D. Humphreys and R. K. Valentine (Messrs. Dodwell & Co.) 6-4 and 6-1.

The two other matches resulted in Lt. Col. Wyatt and Rev. F. P. W. Alexander 15/3 beating C. L. Sandes and H. Graves (Mercantile Bank) 15 by 6-2, 6-3 and W. D. Fiddes Wilson and R. Gordon (Jardine, Matheson) 15/3 beating C. Blaker and G. Miskin (Messrs. Gilman & Co.) 15/3.

Semi-Final Positions.

The Tournament has now reached its semi-final stages, but there is still one more place to fill. The positions to date are as follows:—
(1) Lt. Col. Wyatt and Rev. F. P. W. Alexander 15/3.
(2) W. D. Fiddes Wilson and R. Gordon (Jardine, Matheson) 15/3.
(3) T. D. E. Pendered and E. D. Lawrence (A.P.C.) 15/3 to meet the winners of C. C. Stark and E. J. R. Mitchell 15/3.
(4) G. W. Sewell and H. Owen Hughes 15/2. Eventual winners to enter the semi-final.
(5) A. D. Humphreys and R. K. Valentine (Messrs. Dodwell & Co.) 15/3.

CALCUTTA POLICE SCANDAL.

EUROPEANS DISMISSED.

SINGAPORE, July 31st.

A dramatic development in the inquiry into charges of bribery and corruption against a number of highly placed officers in the Calcutta Police is indicated in a cable received from Calcutta:—

"Following disclosures of bribery and corruption, fourteen officers of the majority of them Europeans, have been dismissed from the Calcutta Police. Further dismissals are pending."

The recent discovery of an elaborate system of thefts from the docks led to a renewal of the allegations against the police, but when the matter came into court the earlier rumours were not borne out. It was known, however, that an inquiry into other matters was proceeding and the Commissioner had made clear his intention to settle the matter finally.

The present Commissioner of Police is Sir Charles Augustus Tegart, C.I.E., M.V.O., who joined the Indian Police in 1901 and was knighted two years ago. During the war he was on special duty at Scotland Yard and has a world-wide reputation as an expert in counter-espionage work. He is a great thorn in the side of the Bengal revolutionaries who have openly boasted of their intention to assassinate him and several attempts on his life have been made in the past ten years. As a result of one of these, four years ago, a man who bore a slight resemblance to Sir Charles Tegart was shot dead in broad daylight in the main street of Calcutta. During the subsequent trial it was elicited that the accused had mistaken his victim.—*Straits Times*.

F.M.S. PLANTERS' SOCIETY.

FAVOURABLE POSITION.

KUALA LUMPUR, July 31st.

The half-yearly meeting of the Incorporated Society of Planters was held at Fort Dickon this morning, presided over by the Hon. Mr. J. S. Arter, President, referred to the conference held during the week and said that from both a social and business point of view it was the best they had ever had. Commenting on the report, the chairman said that at the end of the half year the Society and the "Planter" had an excess of revenue over expenditure of \$17,000. There was no doubt, however, that the Society was in a sound position.

Forty-four legal cases had been dealt with and assistance given in all cases.

A Growing Membership.

The total membership was now 1,500, there being 177 new members, and the speaker thought that this total represented approximately 85 or 86 per cent. of the planters. But an unsatisfactory position existed with regard to arrears in subscriptions, which were very troublesome. Mr. Arter and Mr. G. Reeve-Tucker were re-elected chairman and vice-chairman of the Society.—*Straits Times*.

DEBTOR'S BAD MEMORY.

THOUGHT HE OWED \$100 LESS.

SOLICITOR'S COMMENTS.

It is a well known saying that a creditor has a better memory than a debtor, and an instance of this was seen at the Summary Court yesterday morning before Mr. Justice P. Jacks, when Wo Ke Tsung sued Sun Kam Kee for \$433.78 being the value of goods supplied and delivered.

The defendant while not denying his liabilities said that he thought he owed the plaintiff about \$300. Mr. C. A. S. Russ for the plaintiff then told the Court that "It is a peculiar thing that people always think that they owe people less than they do, and think that people owe them more than they do."

Explaining the dispute Mr. Russ said that it arose over a sum of \$100 which the defendant alleged he had paid to the plaintiff and which had not been entered in the books. The plaintiff's books, Mr. Russ said, showed a clear statement of the account. The total value of goods supplied was \$3,802.18 and the total sum paid by the defendant was \$3,168.40, leaving the balance claimed. The dispute, in Mr. Russ' opinion, arose over two payments of \$30 each, and if that was the sum the defendant stated that he paid and not entered by the plaintiff, he could prove to the Court that entries of the two amounts had been duly recorded.

After evidence was taken, defendant then acknowledged his debt and judgment was accordingly given against him with costs.

TRAFFIC COURT.

SEVERAL CHINESE DRIVERS FINED.

DAMAGE TO CONDUIT ROAD.

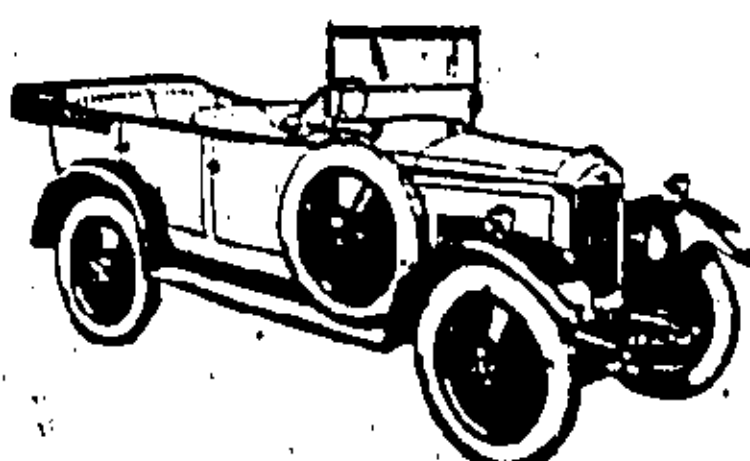
Traffic cases heard yesterday by Major C. Willson at the Central Magistracy concerned a number of Chinese motor car and lorry drivers.

The dangerous practice of rushing after prospective passengers was stressed by Sub-Inspector Alexander in charging the driver of car No. 401 with negligent driving in Chater Road. It was stated that three cars rushed towards a number of Europeans who came from Union Building. Defendant, who was the driver of one of the cars, got on the wrong side of the road in his anxiety to secure fare. He was fined \$10.

Pleading guilty to a charge of speeding, estimated at 25 miles an hour, in the Wanchai district, the driver of public car No. 68 was fined \$10. A fine of double this amount was imposed in the case of the driver of private car No. 402, who was also caught speeding in Wanchai. He explained to the traffic officer that he was in a hurry to meet the Canton boat.

The firm of Hop Kee, contractors, were summoned for allowing three of their motor lorries to be driven over a section of Conduit Road which was closed to traffic. Sub-Inspector Alexander said that since the landslide in Conduit Road some time ago, the road had been closed for repair and the work had just been completed. The surface of the road was, however, not ready for traffic when the lorries went over it and caused damage to the extent of \$100. Fines totalling \$21 were imposed. And

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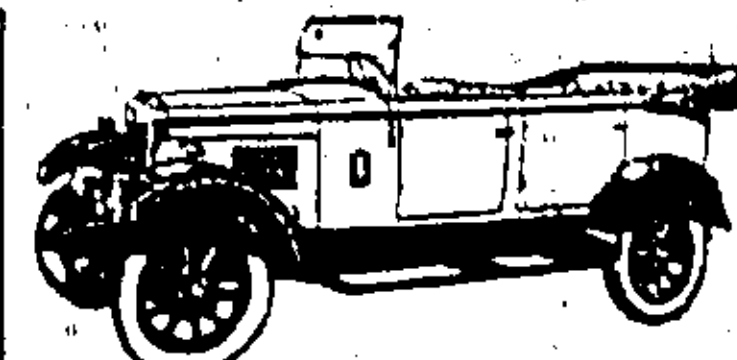
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MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—The Unexcelled in Design—Motoring in America.

MOTOR NOTES.

Quoting from and commenting upon a most interesting article by M. de Lavaud on gyroscopic phenomena as an explanation of wheel wobble, *The Motor* remarks:—

"It is in these gyroscopic phenomena that the chief argument is found for systems in which the front wheels are sprung independently in such a way that they can move up and down in a straight line without any tilting of their axis. With such an arrangement the negotiation of a rough road will produce only the impacts caused by meeting obstructions, which are relatively small, as there will be no violent gyroscopic kick because the axis of the wheel is never caused to tilt."

"It is also obvious that tramping accompanied by high-speed wheel wobble cannot occur when the wheels are sprung independently and move in straight lines. In his enthusiasm for the principle of independent wheel springing, M. de Lavaud actually claims that the steadiness and road-holding qualities so often remarked upon in cars equipped with front-wheel driving is due principally to the fact that this form of drive necessitates independent wheel springing, and is only to a very small measure attributable to the front-drive principle."

"Given a properly designed system of independent springing with straight-line movements of the front wheels and a duplicated steering control rendering a track rod and axle unnecessary, wheel wobble can be entirely overcome. Consequently, the steering can be made light in action and fully reversible without any fear that snatching movements of the steering wheel will occur."

IN THE BALANCE.

"Well-managed husband: 'Where is your mistress going with the car for the tour I heard her speaking about?'"

Maid: "To France, I think, sir."

"Well-managed husband: 'Do you know whether she is taking me with her?'"

hert: "CONTACT," in *The Motor*.

BRITISH RAILWAYS AND THE ROADS.

The railway companies are in the market already purchasing motor vehicles—lorries and vans—generally of medium load capacity. If they secure the powers they need it will, says *The Commercial Motor*, be interesting to watch the development of their goods traffic by road. Local collection and delivery will be the first section of their work to undergo improvement by the displacement of the present horse-drawn transport, and some consignments will be despatched by road where time would be lost or more expense involved by waiting for a railway truck or by transhipment to another depot and from one truck to another in order to complete a truck load for a certain destination. The passing of the present group of Bills will render urgent the need for general legislation upon the whole question of road traffic."

PICNICKING BY CAR.

"If there was an Ancient Order of Picnickers, how many motorists would be able to qualify with honours for membership, asks a Home paper? Many folk who set out on a fairly long run regard eating as a nuisance and as often as not they buy a packet of sandwiches and either munch them as they go along or pull up by the side of the road, consume them as hastily as possible and proceed on their way, thankful that the delay caused by the inevitable stop is over."

They certainly would not qualify; but when all is said and done there is no necessity to go to extremes."

There is an old-fashioned idea, says *The Light Car and Cyclecar*, that the proper way to picnic is to spread a cloth on the grass and squat round a table or in a reclining attitude whilst the meal is taken. This, however, is a relic of the time when one had to walk or perhaps bicycle to the scene of the alfresco meal. To many it has not been easy to decide between an undeniably attractive, but it will be agreed that in these days of roomy and comfortable cars it is better to sit in the car, free from the aggravations of insects, overturned glasses—and rheumatism!

MOTORING IN AMERICA.

TRIPS IN CANADA AND UNITED STATES.

A correspondent of the *North China Daily News* who has been on a holiday in America writes to our contemporary about the joys of motoring in that land, he says:

One may start at Halifax and go over an all-Canada motor road right to Victoria B.C., and that over roads that are in good condition. Of course there are more than one road across the continent in the United States, and the trip from New York or Washington can be made westward through Chicago either to Seattle or San Francisco, and over good highways all the distance. Speed trips and trial trips are being made over these all the time. The Lincoln Highway system is the great artery across the United States."

All roads lead to Niagara Falls, in the district of the American "inland seas" and the smaller lakes of northern New York State are also very beautiful. The "Finger lakes" east of Buffalo and around Syracuse are a rare sight for the tourist and there are splendid motor roads throughout this district. Western Ontario has three splendid highways, one skirting the north shore of Lake Erie, to Buffalo and Niagara Falls, the other running from Detroit to London, thence to Niagara Falls; the third running from Chicago, north of Detroit, through Port Huron and north of London, direct to Toronto, and thence on to Montreal and Quebec."

The Trans-Canada Highway has a very picturesque section through the Rockies, and on to Winnipeg. The road then runs to Ft. William where is an excellent boat trip through the Lake Superior and Sault Ste. Marie district to Quebec."

St. John's River Route.

The road runs from Riviere du Loup on the St. Lawrence, southwards down the St. John's Falls, with its most beautiful falls, through Fredericton, Woodstock, and down to St. John, where the river falls are to be viewed, thence on to Moncton, and by way of Cape Tormentine to Charlotte-town Capital of Prince Edward Island. From this latter city one takes the ferry to Pictou which lands one in Nova Scotia, and from which point one motors east to the extreme eastern portion of Scotia, taking in the great mining district of the province also Sidney, Glace Bay and other interesting points."

From the north east point of the province we retrace our steps to New Glasgow, and drop down to Truro and Halifax, the Eastern extremity of the Trans-Canada highway. One should not miss the opportunity to take in the wonderful scenery around this beautiful part of Canada. Skirting south and west we run to Farmington and thence up the northeast shore through the memorable Annapolis valley, a sight not easily equalled in all the motor trips of the world."

Atlantic Coast and Inland.

For one desiring a trip down the Atlantic Coast, it is possible to follow the ocean from St. John's, New Brunswick down to Atlantic City 60 miles south of New York. This affords the motorist a very fine coast trip, as the sea can be followed practically all the way."

A fine road runs from Baltimore, and across the new and famous Conowingo dam and bridge, skirting the east shore of the Susquehanna river, and thence into the Lackawanna trail. This is a very interesting trip and leads one into the Finger Lakes district and up to Rochester, on Lake Ontario."

North From New York.

For one who wishes to run directly north from New York, there is a splendid highway in either shore of the Hudson, preferably the west, up through Albany, Saratoga Springs, Ticonderoga, up the Lake Champlain district, and on to Montreal. Again, one may run, from New York to Boston and thence north, on up to Quebec, through a wonderful wilderness of lakes, forests and rugged hills. All of these trips are so wonderful that it is not easy to decide between any of them and for one who wishes to make an extended motor tour, there will be found enough diversity in the trips to make each of them worth while."

(Continued on next Column)

THE UNEXPECTED IN DESIGN.

A FOUR-SPEED AMERICAN CAR.

[BY JOHN PRIOLEAU.]

An owner-driver whose work it is, like mine, to examine, test, appraise and criticise all sorts and conditions of motor-cars as they make their appearance, to try to judge each on its merits, to classify them according to engine size, weight, accommodation and price, and to establish a working basis of comparison which shall mean something to other owner-drivers, very seldom comes across anything genuinely unexpected in motor design."

In performance there are just as many surprises as ever there were—or we, in our particular way of work, no less than the potential buyer, would be like to despair of it—and high speeds on the level and on long and trying runs in our from which one hoped nothing but the usual standard results, come often enough to convince us, if proof were needed, that there can never be finality in the improvement of motor-cars."

A real novelty in design which has recently come my way is the gear-box of the new American Graham-Paige 24 h.p. model 614—a car nearly as new, I am informed, to the country of its origin as here. It is a novelty because, being American, it has four speeds instead of the eternal three, and an unexpected novelty because the direct drive is on the third speed, the fourth being indirect. This is certainly unexpected from so standardised a car-making country. To the best of my recollection, there has only been one other American car sold over here with such a gear, a 20 h.p. four-cylinder of markedly European characteristics, which was on the market a few years before the war. Naturally, I do not count the cars with two final drive ratios, like the pre-war Cadillac and the French Voisin, described in this column a few weeks ago."

Effect Of Gear-box.

The effect of this gear-box on the performance of an otherwise normal up-to-date American car is quite remarkable. The direct drive third-speed has a high ratio, certainly higher than that usually found in ordinary third speeds, and from this it follows that gear changing down from top to third is unusually easy. Actually, all that is necessary is for the clutch pedal to be very slightly eased and the lever pushed quickly forward, without the necessity for throttling the engine."

Down-changes from the top to this gear can be easily and comfortably made at speeds like fifty miles an hour, and in consequence the car's powers of acceleration are of a high order, and driving on crowded roads is rendered unusually comfortable. The geared top, which has a ratio of 3.9 to one, runs with practically no noise at all. In fact, during the first part of the trial I imagined that a mistake had been made in the description given to me of the car, and that this, too, was a direct drive. It was only by listening very carefully that I was able to notice that very slight gear hum which arises at high speeds. As the car I drove was a closed all-metal saloon, the probability is that in an open car this sound is inaudible."

In saying just now that the Graham-Paige in other respects is (Continued on next Column).

Inexpensive.

The highways abound with excellent hotels, but there are also innumerable "tourist's inns" which will be found to be quite reasonable and good enough. For the tourist who wishes to camp, facilities will be found all the way. Free camping grounds are very common, and there are many others where accommodation is better, and reasonable."

The trip is made very much easier by the maps, route logs, notice boards, etc., which are seen and found everywhere. Any service station where one may buy gas and oil has stocks of maps and logs and the motor clubs of every state and province are very glad to assist the tourist. It is always wise to join one or two of these clubs when planning a trip of such a nature."

a normal American car, I may perhaps have done it some injustice. Considering that the price of the complete car, which is a really large five-seated comfortable saloon, is only \$245, I thought the performance of the engine unusually refined. There is practically no engine period to speak of until up to about sixty miles an hour—quite a rare state of affairs with the more moderate priced American six-cylinder machines. Furthermore, I thought the suspension unusually good. There is nothing orthodox about its design, the springs being semi-elliptic on both axles, but it gives remarkably smooth riding over the worst surfaces at high speeds."

An Unusual Feature.
The bore and stroke of the lateral valved six-cylinder engine is approximately 75 by 114 and the tax rating 34 h.p. The half-time gear is driven by chain and the engine, which is suspended at four points, is mounted on rubber pads. An air filter, which is now almost a standard fitting to every American car, is attached to the intake of the carburettor. An unusual feature is the fitting of a mechanically operated fuel pump in place of the usual vacuum tank. The foot-operated brakes on all four wheels are of the Lockheed hydraulic type, the hand-applied brake being as usual on the propeller shaft."

(Continued on Page 10.)

MORRIS COMMERCIAL CARS

LIST OF LOCAL OWNERS.

Asiatic Petroleum Co.	1—Type Z5 30 cwt. Tank Truck
Canton Government	10—Six Wheeler 30 cwt. Transport
Cheung Mei Bus Co.	1—Six Wheeler 18 pas. Bus
Cheung Mei Bus Co.	4—Type Z5 16 pas. Buses
China Motor Bus Co.	2—Type Z5 16 pas. Buses
Dodwell & Co., Ltd.	1—One ton Open Body Truck
Kowloon Motor Bus Co.	2—Type Z5 16 pas. Buses
Nam Hing Motor Bus Co.	2—Type Z5 16 pas. Buses
Nam Hing Motor Bus Co.	1—One ton 12 pas. Bus
"Nestle Chocolate"	1—One ton Panel Truck
Buttong & Son, Ltd.	1—Type Z5 30 cwt. Open Body Truck
Sincere Co.	2—Type Z5 30 cwt. Trucks

1 TON MORRIS 13.9 H.P. 10' 2" W.B.

Chassis completely equipped with 33" x 5" tyres	£235
Lorry complete with Cab and drop sides	295
Tipping Lorry complete with Cab	310
General Utility Vehicle complete	322
Standard Van complete with Cab	335
De Luxe Van complete with Cab	350
Bakers Van complete with Cab	370
Furniture Van complete with Cab	370
Ambulance Type A complete	430
Fever Van complete	450
Colonial Ambulance complete	485
Charabanc for 14 passengers	510
Hotel Bus Type T1	515
Bus De Luxe	570
Special Saloon Bus Type D3	575

30 CWT. MORRIS 15.9 H.P. 11' 8" W.B.

Chassis Z5 with 32" x 4 1/2" tyres, dual rear, F.V.B.	£320
Chassis Z6 complete with 32" x 6" tyres and F.V.B.	355
Type Z5 Standard Lorry complete with Cab	390
Type Z6 Standard Lorry complete with Cab	420
Type Z5 Charabanc for 18 passengers	620
Type Z6 Charabanc for 18 passengers	650
Type Z5 Special Saloon Bus	670
Type Z6 Special Saloon Bus	700

30 CWT. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only equipped with 32" x 4 1/2" tyres	£338
Chassis with War Dept. type Body	626

2 TON 6-WHEELER 15.9 H.P. 12' W.B.

Chassis only equipped with 32" x 4 1/2" tyres	£555
Chassis with War Dept. type Body	645

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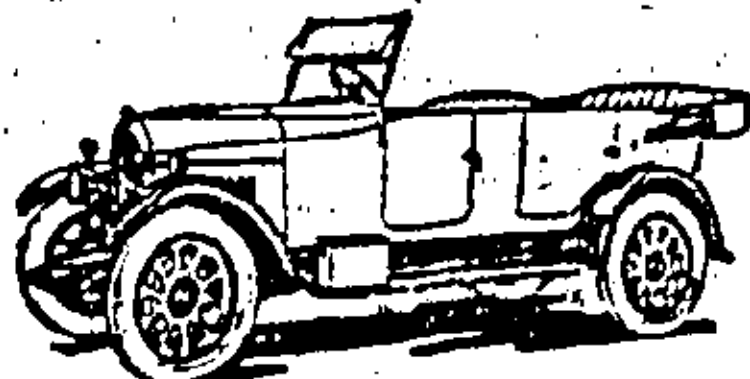
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- 920 H.P. 2 1/2 Seater with Diskay Seat
- 920 H.P. 4-Seater
- 920 H.P. 4-Seater Saloon
- 1440 H.P. 2 1/2 Seater with Diskay Seat
- 1440 H.P. 5-Seater
- 1440 H.P. 5-Seater Saloon
- 1440 H.P. 3 Coupe with Diskay Seat



920 H.P. 4-Seater Tourer.

Other Models of 20/55 H.P.
Diskay Tyres and Front Wheel Brakes Standard.

MOTOR CYCLES: The 349 H.P. O.H.V. "Sports" Motor Cycle is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of the strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

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A DEFAULTING COMPRADORE.

SUED BY REISS BROS. LTD.

GOODS SOLD AND NOT ACCOUNTED FOR.

A SUM OF \$51,000 INVOLVED.

Before the Chief Justice, Sir Henry Gollan, at the Supreme Court yesterday morning, Messrs. Reiss Bros. Ltd., of No. 28, Quay Street, Manchester, England, sued Robert Yip, alias Yip King Ling, Edward Yip, alias Yip King Sau, and Thomas Yip, alias Yip King Yuen, for the sum of \$51,451.26.

Defendants were not present neither were they legally represented in Court, the action was therefore heard *ex parte*. The plaintiff firm was represented by Mr. Eldon Potter, K.C., instructed by Mr. H. C. Macnamara.

It appeared from the statement of claim that Robert Yip was formerly employed by the plaintiff firm in Hong Kong as a compradore under an agreement in writing dated February 11th, 1922. In his capacity of compradore he was liable to the plaintiffs in respect of the sales of goods, loss on goods resold and interest due from Chinese dealers.

The other two defendants were brothers to Robert Yip and they were sued as sureties.

Outlining the action, Mr. Potter said that after Reiss Bros. Ltd. went into liquidation in 1923, and Messrs. Lowe, Bingham and Matthews were appointed special managers, the defendant Robert Yip took delivery of large quantities of goods by means of an "application" for delivery order, to the general manager, who in turn would issue the usual delivery order. These goods, Mr. Potter said, had not been accounted for by Robert Yip. "He left the Colony on February 13th, and had not been seen since. In fact he went away with a great deal of the money of this firm," added Mr. Potter. Counsel asked for judgment with costs and an order to attach certain immovable property belonging to the defendant.

His Lordship asked what would be the value of defendant's property and Counsel replied that he was not instructed as to the exact amount, but he thought it was not big enough to cover the claim.

Did Not Appear At The Office.

Mr. John Fleming, a partner in Messrs. Lowe, Bingham and Matthews said in evidence that throughout the liquidation, his firm had acted as special managers for the plaintiffs. The procedure was to appoint one of the partners to the work and he took over the duties in June 1924 when he knew that Robert Yip was the compradore. The defendant continued as such after the firm went into liquidation, but on February 13th, 1928 he did not appear at the office and witness had not seen him since.

Witness also said that during the liquidation, large quantities of goods were delivered to Chinese dealers in the ordinary course of business. These were supplied to Robert Yip on his written request from the Compradore Department. The money due for these goods had never been accounted for, and action was started against Robert Yip and his two sureties. Witness added that they had compromised with the sureties but the amount claimed was still outstanding.

Evidence was also given by Mr. C. E. H. Beavis of the firm of Messrs. Wilkinson and Grist as to the agreement being drawn in his office between Robert Yip and the plaintiff firm. Mr. E. D. da Rosa incorporated accountant of Messrs. Lowe, Bingham and Matthews also identified the defendant's signature.

His Lordship gave judgment in favour of the plaintiffs for the amount claimed with costs, and also gave leave to issue execution against the defendant's interest in a piece of property known as Section D of Inland Lot 141.

WING ON FRAUD CASE.

SIGNATURES IN BANK DEPOSIT BOOKS.

FORGERY ALLEGATIONS.

Fok Chun Yuen, the Chinese who has been committed to stand his trial for alleged forgery to assignment deeds in connection with the Bank of Canton, Ltd., was again before Mr. R. E. Lindsell on further charges of conspiracy with two others, now in goal, to defraud the Wing On Company of \$30,000.

Mr. H. Somerset Fitzroy prosecuted on behalf of the Crown, and Mr. H. G. Sheldon, instructed by Messrs. Deacons appeared for the defendant.

The "Red Deposit Book."

The Cashier of the Banking department of Messrs. Wing On explained to the Court the method employed for the receipt and deposit of money. The "red deposit book" was similar to the usual "bank book." A depositor on opening an account with the firm would be given a red deposit book in which the amount banked would be entered. The book had six pages, three of which were devoted to deposits, while the last three were for withdrawals. The amounts would also be entered in the firm's ledger with corresponding serial numbers. Then the bank book would be handed to witness for affixing the firm's "chop" which was in the keeping of witness. The "red book" would also be sent to the Manager's office for his signature. The book would be then encased in a special envelope and handed to the depositor. If the amount withdrawn exhausted the amount deposited the "red book" would not be handed back but instead a clearance paper would be issued.

"Not Genuine."

Certain "red deposit books" were handed to witness by Mr. Fitzroy and after examination witness declared that certain signatures in the books handed up were not genuine.

When asked, witness said that he remembered the Kwong Cheong firm. Several years ago sums of \$20,000 and \$30,000 were deposited in two lots by that firm.

ATTESTATIONS AS TO SIGNATURES.

The hearing in the afternoon was confined to attestation by members of local banks of the signatures on certain documents handed to them.

Chan Kai Suen, the cashier of the Industrial & Commercial Bank said that the Kwong Cheong firm made a deposit in the Bank on August 7th, 1923 of \$4,000. Witness had never been to the offices of this firm, but knew one of the partners, whose name he gave as Au Kim Lui. (This man was one of the two who have already been convicted on the same charge).

Mr. Hugh Jones, solicitor of Messrs. Wilkinson & Grist was called by the prosecution and was handed a book. Witness said that he was to act as solicitor in a claim against the Wing On Company for \$50,000 in 1924. The plaintiffs were Au Kim Lui of the Kwong Cheong firm and another man unknown to him. "Witness also said that he received the book for the purposes of that case. He could not say how he came by it, nor could he remember it being brought by Au Kim Lui. Witness also remarked that the action had apparently been commenced by another solicitor as the contents of the books were already translated and witness thought it possible that the book came from this solicitor.

Comparing The Deposit Books.

The cashier of the Wing On Company was recalled and handed several "red deposit books." Witness examined them and pointed out that the paper of one was different from another. Witness also said that the water-mark lines in one were further apart than another, while certain brackets and numbers of pages were not in the correct positions. Other small discrepancies between the books were also pointed out by witness.

One Half Not Genuine.

Witness also pointed out to the Magistrate that one half of the firm's chop on one of the red deposit books appeared to be genuine, but witness could not vouch for the other half.

The case was adjourned.

GAS WARFARE.

AGAINST MEN, WOMEN, AND CHILDREN.

"NO POSSIBLE ADVANTAGE CAN BE SACRIFICED."

[By Captain W. H. LIVENS, D.S.O., M.C., Who served on the Directorate of Gas Services during the war and invented the Livens projector for gas attacks.]

Little imagination is required to picture the next war, and strangely different it will be from the last. There is no need to think back ten years or fourteen years. To create our scene all we require is to combine what we know of the results of a trivial accident in Hamburg with what we saw at Hendon.

It will be remembered that a few weeks ago at Hamburg an old cylinder containing phosgene (one of the most deadly gases used in the last war) leaked in a crowded quarter of the town. The cylinder was only one of many just as Hendon was but a display, not a battle. So we must enlarge our vision and imagine the massed aerial squadrons, and behind them the industrial power of a great nation.

The Voices Of Women And Children Are Stilled.

Picture the hot and breathless night, multitudes cheering and waving flags. And then the distant hum, "droning" through the air louder and yet more loud, the flashing beams of searchlights, the rattle of machine-guns, the scream of anti-aircraft shells and the popping of bursting shrapnel thousands of feet up where the screen of fighting "planes shows clearly in the glare. Then the swoop of the great bombing squadrons and the thud of giant cylinders of gas as they rain down and burst. Hendon and Hamburg a thousand fold, and death cuts swathes through the packed masses.

Each puff of wind carries the deadly thing along with the heated air, streets are made desolate and the voices of women and children are stilled. Then the fading hum of the recreating squadrons seeking fresh supplies, another city to attack, and silence.

"To Destroy The Enemy By Every Means."

If war were declared to-morrow any one of the Great Powers could carry out such a programme, and with each advance in invention and in application aeroplanes become larger and faster, increase their radius of action, and grow more numerous. If such devastation could be caused to-day, who knows what the possibilities may be in ten years?

Nor can we comfort ourselves with the thought that it would be incredible that nation could so act against nation. In war no possible advantage can be sacrificed. The staff which did not plan to slay, to cripple, to disorganise, and to destroy the enemy by every means within their power would be guilty of the blood of their own troops and civilians and unforgivable treason to their country.

Can war be limited again and such things be forbidden by international convention? In the first place, why should they be forbidden? If there is war at all it inevitably means the death and torture of multitudes. In the second place, there is the disquieting and ironic fact that those gas-cylinders were in Hamburg, in Germany, in a country supposedly combed and inspected by an international disarmament commission! Under the stringent disarmament clauses of the Versailles Treaty, drawn up by the best technical experts available, Germany has the right to manufacture phosgene on a scale which would have allowed her by now, had she wished, an accumulation sufficient to poison half Europe.

Phosgene.

Phosgene is an industrial chemical required for certain manufacturing processes. So are other deadly things. The case merely shows the utility of attempting to eliminate poison gas from warfare.

If we cannot eliminate the possibility of poison gas by conventions can Governments protect us? The general answer must, I think, be no. Even the possible measures of partial protection become absurd when examined. Are Governments to keep in readiness vast stores of gas-masks sufficient for every man, woman, and child in the country, to institute gas-drill in infant schools, to enforce regulations that all shall sleep in gas-masks so many nights in the year, and create a new army of inspectors to enforce regulations?

But poison-gas and aeroplanes brought one protection against war in general before lacking. Until now the men who declared war and those who hoped to profit by it rarely suffered. Now diplomats, politicians, publicists, and profiteers, their wives and families and all that is theirs, are as likely as the rest of us to be wiped out, with a suddenness as extreme as uncomfortable.—Daily Mail.

THE UNEXPECTED IN DESIGN.

(Continued from Page 9.)

The Graham-Paige, apart from the advantages of its four-speed gear-box, is a very agreeable car to handle. It holds the road well. It is very well sprung, and the engine is full of life. It is a characteristically American production from end to end with just that distinction of a four-speed gear-box to mark it out. Very high speeds are claimed on the top gear and on third, but although I had no opportunity of driving the car to its full limit I was certainly persuaded that it is what we in this continent are accustomed to call a fast car. That high-geared top speed is naturally an encouragement to maintaining high speeds owing to the comparatively low revolution rate.

The bodywork I also found to be a little different from the ordinary run. There is more leg room in the rear compartment than is ordinarily the case, and the back seat is considerably deeper than usual, and has the advantage of being cleverly tilted "to give the passenger the maximum of support. The finish of the car is plain but workmanlike, and at the price is decidedly interesting. It is sold by Graham-Paige Motors, Ltd., Brickton Road, London, S.W.6.

ELECTROCUTED AT HOME.

WOMAN'S DEATH DUE TO SWITCH DEFECT.

JURY AND HANDLES OF VACUUM CLEANERS.

The death of Mrs. Emma Eugenie Willman, the wife of Mr. E. Willman, a Lambeth Borough Council member, while using an electric vacuum cleaner in her home at Hilldown-road, Stratford, S.E., was stated by an expert at the inquest at Camberwell to be due to a switch defect which he would not expect to find in one case in 10,000.

Mr. Willman said that his wife bought an electric vacuum cleaner from the County of London Electric Supply Company. It had been used about 30 times.

He had used the cleaner himself and never had any trouble with it, and he had not heard his wife complain.

Mr. Willman, replying to Mr. F. G. May, his solicitor, said his wife received no warning as to any possibility of danger.

Mrs. Warner, a neighbour, said she was called by Victor Holman, a youth employed by Mr. Willman as messenger and houseboy, and found Mrs. Willman on the floor with the top part of the vacuum cleaner in her right hand. The gas stove looked as if it had been suddenly pulled over. Mrs. Willman's right arm was hot. The cleaner was making a sound which ceased when the wall plug was pulled out.

A Long Shock.

Dr. Lucas, a pathologist at King's College Hospital, said that Mrs. Willman died from paralysis of the heart caused by a long-continued electric shock.

Mr. Cowburn: Would the shock cause the hand to contract on the apparatus so that it could not be released?—Yes. The initial shock might not be sufficient to cause death, but if long continued it would do so.

Mr. C. A. Baker, senior electrical inspector of the London County Council, said that the top of the handle of the cleaner was metal covered and contained the switch which started and stopped the motor.

"I do not think the handle of the cleaner should be in the electric circuit at all," he said. "The handle should be entirely insulated."

Mr. Baker said that the switch in this particular machine was defective, a condition which he would not expect to find in one machine in 10,000.

Mr. Cowburn: If such machines were fitted with an ebonite handle such a fatality could not take place?—Not if the ebonite were good.

Mr. Baker said that he had never before heard of a person being killed in this way.

Anyone holding this cleaner in one hand and touching a gas stove with the other hand would receive the full pressure of the electric supply. The pressure in this house was 205 volts.

Jury's Recommendation.

The jury returned a verdict of Accidental Death caused by a defective switch in the vacuum cleaner. They recommended that vacuum cleaners should not be supplied to the public unless the handles were properly insulated.

Mr. E. M. Redale, representing the makers of the vacuum cleaner, said that a new design of handle made of ebonite was now used on their machines.

ANGLO-AMERICAN RELATIONS.

COMMANDER KENWORTHY DISCUSSES BLOCKADES.

UNLIKELY TO BE EFFICACIOUS IN FUTURE WARS.

Lieut.-Commander Kenworthy, M.P., speaking at the Congress on Anglo-American relations, held by the National Council for the Prevention of War on Sea Power, the Price of Freedom, said that the acceptance of the Kellogg proposals by the British Dominions and the other great Powers, and the consequent renunciation by them and us of war as an instrument of national policy, must mean, sooner or later, a re-statement of the position of Britain in regard to her right of blockade. The theory that the British Navy could in the future reduce her enemy by blockade in the way Napoleonism and Kaiserism were reduced was doubtful, added Commander Kenworthy. We were not likely to have the same favourable conditions in another war that we had in the last one.

Having accepted the Kellogg proposals in principle, we should declare our intention of going the whole way with America, and embodying the second of President Wilson's Fourteen Points in solemn Treaty. This would mean that we agreed to the abandonment of blockade in a private war, and only admitted the closing of the trade routes of the sea by international action for the enforcement of international covenants.

Lord Thomson, the chairman, referring to the question of an International Court of Justice, said that all existing courts were dependent on Governments and Foreign Offices to a very large extent, and it was open to discussion whether it would be possible to create this completely independent body of men, and women perhaps, whom he would describe as world citizens, really inspired by the wider outlook. The British reservations were a far more serious block on the execution of the Kellogg proposals than those put in by the French.

Answering a question by a woman in the audience, on the spirit of such displays as the Hendon Air Pageant, Lord Thomson observed that it was a proof of the existence of the war spirit that such entertainments could compete successfully with other entertainments.

Feeling Between The Two Nations.

Mr. J. M. Robertson said that he was deeply perturbed at receiving the testimonies of trustworthy men on both sides of the Atlantic as to the existence of a state of positive ill-feeling among the people of each nation against the other nation as a whole. Such feelings undoubtedly arose from (Continued on next column).

BRIDE'S LOST PRESENTS.

MISS ROSEMARY LINDSAY.

VANISHED SERVANTS.

Losses, July 13th. Shortly after the disappearance of the butler and a footman from a house in Berkeley-square, W., which has been taken for the season by the Hon. Mrs. Robert Lindsay, it was found that a large number of valuable wedding presents were missing.

They belonged to Miss Rosemary Lindsay, who is to be married, at St. Margaret's, Westminster, to Mr. W. A. Sanford.

Mrs. Lindsay told a *Daily Mail* reporter that they were all out at a dance when the presents apparently disappeared.

"Earlier in the day," she said, "a quantity of jewellery, dresses, and other articles were sent to the house from a West End store, and my daughter chose some of them. The remainder were to have been sent back."

References Gone.

"This morning when I came downstairs the footman had laid the breakfast and he went for the coffee. Shortly afterwards he left the house. It was then found that the butler had disappeared during the night."

"Nearly all the things that should have been sent back to the store were missing, as well as a number of other presents that my daughter had received."

The footman seemed quite normal. He was sent to find Macfarlane, and, discovering that he had gone, Kember apparently went into his bedroom, threw his livery coat on to his bed, and left the house."

Scotland Yard is looking for the men. Macfarlane is described as very thin and pale. He is 5ft. 6in. in height. Kember is a good-looking man, about 6ft. tall.

Mrs. Lindsay said that when she looked in her bureau yesterday morning she found that the references and all particulars of the men were missing.

Irritations over such things as the War Debt, but they had an unfortunate effect in creating a certain crude body of public opinion that lent itself to the most lamentable of manifestations—the utterances of men of the fighting services as to the possibility, even probability, of a war between the Mother Country and the United States.

One of the great reasons for hoping that the Pact proposed by Mr. Kellogg would be carried out was that its ratification would make impossible once and for ever all these lamentable vapourings as to a probable or possible war between the nations. (Applause.)

REDS' CLUB DE LUXE.

POOR SEAMEN'S £32,000 BUILDING.

SYDNEY. Sydney's recently established International Seamen's Club, the avowedly Communist organisation, has purchased pretentious premises at a corner site in the city in the vicinity of the town hall for £32,000.

By changing the name of the institution to the Marine Transport Workers' Club the organisers hope to include in its members all classes of maritime labour.

Expensive alterations are already in progress. The basement will be devoted to bathrooms, the ground floor to a cafeteria, the first floor to club rooms, offices, a library, and a lecture hall, and the second and third floors to residential accommodation with beds at 10s. a week.

Special accommodation will be provided for women.

Source Of Money.

As the majority of the club's present members are apparently impoverished seamen the public are wondering how the project is being financed.

Giving evidence recently before a Royal Commission in Sydney concerning another matter, Mr. Bailey, president of the powerful Australian Workers' Union, declared that Russian money was entering Australia.

EVENING NEWSPAPER PURCHASE.

LORD ROTHERMERE'S DEAL IN GLOUCESTERSHIRE.

LONDON, July 10th.

The Daily Mirror Newspapers, Limited, have acquired the Gloucestershire Echo, the Cheltenham evening paper, with its weekly illustrated paper the Cheltenham Chronicle and Graphic. They will pay £5 for every £1 share in the Cheltenham Newspaper Company, which runs the papers, and £11,000 compensation to directors and others.

The total purchase money is £175,000, the share capital of the company being £32,000 fully paid up.

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Pres. Wilson Sun., Sept. 9, 8 a.m. Pres. Adams ... Sun., Nov. 4, 8 a.m.
Pres. Van Buren Sun., Sept. 23, 8 a.m. Pres. Garfield ... Sun., Nov. 18, 8 a.m.

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Pres. Taft ... Aug. 23rd, 6 p.m. Pres. Lincoln ... Sept. 30th, 6 p.m.
Pres. McKinley ... Sept. 1st, 6 p.m. Pres. Cleveland ... Sept. 29th, 6 p.m.

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LONDON POLICE BRIBERY CHARGES.

BARRISTER M.P.'S GRAVE SPEECH.

"CORRUPTION AT THE VERY TOP."

Grave charges of corruption were made against the Metropolitan Police in the House of Commons by a well known barrister M.P., Mr. T. J. C. O'Connor (Con., Luton).

His speech was made in the course of a debate on the appointment of Lord Byng as Chief Commissioner. "You don't bring a man of 63 into the Metropolitan Police, and a reluctant man at that, if everything is plain sailing in a body of that sort," asserted Mr. O'Connor.

Had there ever been a period in the history of the police force, he asked, when at one time three special commissions were necessary to investigate the relations between the police and the public? He did not think it was an experience that ever appeared to be necessary with the provincial police.

He thought it right the Home Secretary, Sir W. Joynson-Hicks, should know some of the things that had, after investigation, given serious cause for alarm. The Home Secretary must know that it was alleged, that third degree methods were not uncommon at Scotland Yard and that the case investigated by the Savidge Tribunal could not possibly have occurred as an isolated incident.

Taxicab Charges.

The Home Secretary must have in his mind the Goodwood convictions of a couple of years ago when provincial policemen of whom the country could not be sufficiently proud thought it their duty to lay information and bring for conviction members of the Metropolitan Police.

It is rumoured among taxicab proprietors, proceeded Mr. O'Connor, "that lubrication has to be employed to get their taxicabs passed by Scotland Yard. It is not title-tattle. If the Home Secretary will approach any taxicab in the rank in any part of London he will give him his own personal experience."

It was flagrant that women were arrested and charged as common prostitutes and the whole of their previous career was recalled, which was not permitted in the case of any other kind of offence.

A few weeks ago a woman charged by the police was found on examination to be *virgo intacta*. That ought to have been impossible if such a charge was preferred.

The Gipsies At The Derby.

There were instances almost ad lib. that could be given. There were the gipsies on Epsom Downs during the Derby. They roped off portions of the downs, which they had no earthly right to do, and stuck up notice boards charging 7s. or 10s. to introduce a motor-car. The Metropolitan Police assisted them to regulate traffic. All these things would not brook denial.

He could give the Home Secretary the case of a chief constable of a county who was asked by a judge of assize how he came to have arrested certain receivers in London. The chief constable's explanation was that he was not taking any chances, as too many receivers had got away when he had communicated with the Metropolitan Police through the ordinary channels.

His criticisms were not directed against the man in the street, who was the victim of a pernicious system. A great deal of the corruption began at the very top, and when there was suspicion of those at the top that suspicion percolated right down, and the man in the street was suspected in consequence.

"Flagrant Violation."

If the Home Secretary would refer to his dossier he would see that last year he (Mr. O'Connor) had given him detailed particulars of a person who was committing an offence—particulars of which could have been obtained from any person moving in the ordinary way in London.

That person had now been brought to justice, but for over 12 months the flagrant violation of the law went on, and when that person was brought to justice, it was not by the particular police whose duty it was to bring that justice, but another body altogether.

There were good grounds for saying that reasonable people felt that public confidence had been shaken in the Metropolitan Police. For the task of restoring that confidence they could not use ordinary methods or go by the ordinary routine of promotion. As a House they should wish Lord Byng God-speed in his difficult task.

The Home Secretary said that Mr. O'Connor had made several allegations. "I hope he will send on full details, so that I can ask for a Commissioner's inquiry to be set up into them."

A Socialist motion to reduce the Home Secretary's salary as a protest against the appointment of Lord Byng was defeated by 231 to 100.

THE ROMANCE OF LABRADOR.

A WINTER SURVEY.

NEWFOUNDLAND AND ITS TASK.

The recent decision of the Privy Council placed Newfoundland in undisputed possession of a large part of the Labrador peninsula. The present winter is being devoted to a thorough exploration of the potential wealth of the territory in water-power and wood-pulp.

[BY THE HON. VICTOR GORDON, HIGH COMMISSIONER FOR NEWFOUNDLAND.]

"God made the world in five days, Labrador on the sixth, and spent the seventh throwing stones at it" was the dictum of an 18th-century sailor, but Alaska was long known to the American people as "Seward's Folly," after the statesman who purchased it from Russia in 1867 for \$7,200,000. To-day Alaska has long ago proved itself an exceedingly profitable investment for the United States, and now evidence is accumulating that Labrador is a land of potentialities which only await intelligent and economic development to become a great Imperial asset.

Geographers are now agreed that the first European who sighted these forbidding shores was probably Blarne, the Norseman, who in 980 sailed southward from Greenland and skirted the coasts of North America as far south as Nova Scotia. Ten years later Lieff Ericson actually landed, and other daring Norse navigators paid visits in succeeding years, but Labrador still remained a terra incognita until more than a century later. By 1578, the year after Martin Frobisher paid a visit and established the first ties with Britain, the cod fisheries of Labrador and Newfoundland had grown so rapidly that 150 French craft as well as 200 vessels belonging to other nations were engaged in it. In 1609 a charter was granted to the "Governor and Company of Adventurers Trading from England into Hudson's Bay," and in the course of time the Company established posts along the Labrador coast.

Practically all the settlers were migrants from Newfoundland, and consequently Devonian and Cornish blood predominates. In the last hundred years there has been very little change in the life of the people of Labrador; they are a hardy seafaring folk who year in and year out wrest a precarious living from the ocean and have learnt to face it in the fiercest moods and to accept with stoical fortitude its deadly devastations. The story of the Spartan lives of the people who dwell on the Labrador coast has been finely depicted by the self-sacrificing doctor, Sir Wilfrid Grenfell, who has devoted himself for many years to the amelioration of their lot, and the fortune which found them such a sympathetic chronicler has given them a publicity which they might have waited generations to secure. But what Labrador needs to-day is not publicity but schemes of development which will raise the standard of living for its inhabitants and attract fresh population. A year ago a decision of the Judicial Committee of the Privy Council terminated in favour of Newfoundland an ancient controversy about the ownership of Labrador, and as a result the island colony is now the possessor of some 120,000 square miles of the mainland of North America. The acquisition of this prize caused great rejoicing in Newfoundland, but there are sober observers who realize that it may well prove a "white elephant" unless its vast and varied resources can be profitably developed.

Another Niagara.

Since this century began there has been no more outstanding economic development on the North American continent than the rapid increase of the utilization of water power for the generation of hydro-electric energy. Canada to-day can boast the second largest installation of hydro-electric power in the world, but it is an authentic fact that Labrador possesses a single great series of power resources which, if harnessed, could produce almost as much electricity as all the existing plants in the Dominion. Through the centre of the peninsula of Labrador flows a mighty stream, the Hamilton River, and at one point in the course of five miles it drops 300ft. in tremendous rapids and then, with a roar audible 20 miles away, it makes a final plunge into a circular basin 315ft. below. Here is a Niagara as large as Niagara, and experts have calculated that more than 4,300,000 horsepower could be obtained from it. Yet hydro-electric energy is useless unless it can be applied to some task, and happily there is no dearth of natural materials which only await the application of electrical energy for their transformation into marketable commodities.

Iron Ore.

Within a radius of 75 miles in a northward direction from Grand Falls the Canadian geologist, A. P. Low, in 1893 discovered in Cambrian formations immense ore bodies of hematite, magnetite, and siderite, rich in manganese, and their yield of metallic iron was estimated as varying between 40 and

55 per cent. Recent investigations, conducted by geological experts dispatched by the Quebec Government, have confirmed the accuracy of Mr. Low's report, and there is no reason why the success which has attended the manufacture of electrolytic steel on the Italian side of the Alps should not be reproduced in Labrador. Only systematic prospecting will reveal what other mineral resources exist in the country; traces of gold and silver have been found, but a gold rush, stimulated by unscrupulous speculators in the years 1923-25, which brought hundreds of prospectors and adventurers to Labrador, has left unhappy memories.

Yet the most reliable source of wealth awaiting exploitation probably consists of vast tracts of spruce, birch, fir, poplar, and other trees, which are to be found in the basin of the Hamilton River and other parts of Labrador; and in them exists the basis for an extensive pulp and paper industry. There is considerable divergence of view about the seriousness of the depletion of Canada's forest resources, but clearly they are not inexhaustible, and the time is coming when other sources must be tapped to fill the seemingly insatiable maw of the printing presses of the United States. Various interests have undertaken surveys of the pulpwood resources of Labrador, and this winter the International Paper Company, the great American corporation which has already acquired a veritable empire in Canada and Newfoundland, is maintaining in the country a well-equipped party of timber cruisers and other experts who are making an exhaustive report upon the local forests and power sites.

The Fisheries.

The fisheries of the Labrador coast, however, are still the main economic buttress of the community, and in the summer months the little settlements, which have been so faithfully described by Sir Wilfrid Grenfell in his books, are busy hives of industry. Since the War the fishing industry has been hard hit by the low prices for dried fish; one adverse factor has been the exchange situation in Mediterranean countries which used to take large quantities of fish before the War, and another has been the keen competition of Scandinavian exporters. But the past season has seen some improvement in prices, and if some scientific organization were applied to the industry and better transportation secured the undoubted richness of the Labrador fisheries could enable them to hold their own against any rivals. In this sphere the Hudson's Bay Company is now giving a "useful" lend. Having bought out the interests of its rival, the Revillon Freres, in 1925 and acquired control of all the stores and factories of the Moravian Missions in the following year, it now enjoys a virtual trading monopoly in Labrador and an energetic policy of development has been embarked upon. The fjords and rivers of Labrador team with salmon of the finest quality and the Hudson's Bay Company is now landing them fresh in the London market. The sealing industry, which yields oil and skins is also receiving attention, and in the factories taken over from the Moravians new methods of refining seal oil have been introduced. There is also afoot a project for the importation of reindeer, which in Alaska have yielded a very profitable return for their venison, and hide, and the abundance of caribou most justifies the assumption that the experiment would be successful and solve one of the local problems of food supply.

Never before as an agricultural country in the normal sense, but it can produce a wide variety of foodstuffs; vegetables of all kinds show an amazing growth in the long summer days—and Professor John Macnaughton, in his recent life of Lord Strathcona, records the enormous size of the pumpkins and cauliflowers which his hero, then a young fur trader, was able to raise 70 years ago in his Labrador garden. But undoubtedly Labrador, like other untapped regions of this earth, cannot hope for better economic progress without better transportation. At present her inhabitants are dependent for communication with the outer world upon a spasmodic steamer service with St. John's, Newfoundland; and the waterways and rough forest trails afford the only access to the interior. The resources of the Grand Falls area cannot possibly be developed without a railway to tie water at Hamilton Inlet, but there are no serious engineering difficulties and a charter already exists

(Continued on next Column.)

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for a line which would connect these two points and be extended through the hinterland to Quebec City. There are enthusiasts who demonstrate that a railway through the Labrador peninsula would enormously shorten the sea voyage to Britain because Hamilton Inlet is 750 miles nearer Liverpool than New York and 450 miles nearer than Montreal, but the Canadian co-operation which would be essential for such an enterprise can at present be dismissed as unattainable.

The Hunter's Lure.

There is a lure in Labrador, as there is in most of the wild lands to the north, but this country is not a place for weaklings. One great Empire-builder, Donald A. Smith, afterwards Lord Strathcona and Mount Royal, spent many of his early years there as agent for the famous pioneers, the "Governor and Company of Adventurers Trading into Hudson's Bay." The efforts of that Company have long been maintained and are to-day being extended in fur-trading and in developing the fisheries that exist on the coast.

Hunters and sportsmen, too, made of the stern stuff of Britain, have visited and frequently returned to Labrador, and their records tell of the presence of barren ground caribou, showing fine antlers, to be seen, according to one writer, "in hundreds of thousands" on their trek away from these animals all hopes of food supply in the north they resort to territory nearer the coast and seek out wooded lands and feed precariously upon any foliage accessible in the snow. In Northern Labrador polar bears are found and black bears are quite common in the south. Lynx and wolves have been seen, but these are not supposed to be plentiful. For the shotgun there are willow grouse, ptarmigan, geese, and black duck in goodly quantity. "Salmon innumerable were leaping in the air, and a great concourse of white bears were diving after them." This was said in 1775, and to-day the salmon are there in no less abundance. The angler has scope for his activities in the innumerable lakes on the peninsula and in the many rivers emptying on the coast. The people of Newfoundland have great hopes that the grant to them of such a wide territory, for the acquisition of which they have expended so much effort and expense, will return to them a hundredfold all they have sacrificed.—The Times.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 7th.			
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer...	29.54	29.49	29.47
Temperature...	80	76	85
Humidity...	89	91	78
Wind...			
Direction	S	Ca'm	ESE
Force	3	0	0
Weather	OP	0	0
Rain	0.24	0.00	0.56
Highest open-air Temperature, 8th: 87			
Lowest open-air Temperature, 7th: 80			
B—Blue sky; O—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.			

HONG KONG TIDE TABLE.

From August 8th to 14th, 1928.

HIGH WATER. LOW WATER.

Day of Week	Date	Hong Kong Standard Time	Height	Day of Week	Date	Hong Kong Standard Time	Height
Wed.	8	h. m.	h. m.	Wed.	12	h. m.	h. m.
		2 56	5.2			2 58	4.2
Thur.	9	2 58	5.2	Thur.	13	2 58	4.2
		3 00	5.6			3 00	4.6
Fri.	10	4 18	4.6	Fri.	14	4 18	4.6
		4 28	6.0			4 28	6.0
Sat.	11	4 58	8.5	Sat.	15	4 58	8.5
		7 36	4.1			7 36	4.1
Sun.	12	6 59	7.0	Sun.	16	6 59	7.0
		8 42	4.9			8 42	4.9
Mon.	13	8 58	7.3	Mon.	17	8 58	7.3
		9 35	4.1			9 35	4.1
Tues.	14	7 54	7.6	Tues.	18	7 54	7.6
		10 14	4.4			10 14	4.4

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "CITY OF KHARTOUM" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 13th August, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 31st August, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the Hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., Agents.

Hong Kong, 5th Aug., 1928. (6579)

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "KALYAN."

ARRIVED HONG KONG ON 4th AUGUST, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DODD, at 10 A.M. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 24th August, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 4th Aug., 1928. (6574)

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship "BENALDER."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 10 A.M., by Messrs. GODDARD and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 3rd Aug., 1928. (6572)

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & SHANGHAI	"KWEIYANG" On 8th Aug.	10 a.m.
SHANGHAI & HONGKONG	"YUNNAN" On 8th Aug.	3 p.m.
SWATOW & SHANGHAI	"LINAN" On 8th Aug.	2 p.m.
SWATOW & SHANGHAI	"KUEICHOW" On 11th Aug.	4 p.m.
SHANGHAI & TIENTSIN	"BOUCHOW" On 12th Aug.	5 a.m.
SWATOW & SHANGHAI	"KALGAN" On 12th Aug.	2 p.m.
SWATOW & SHANGHAI	"KANCHOW" On 13th Aug.	Noon
SWATOW & SHANGHAI	"SINKIANG" On 14th Aug.	5 a.m.
SWATOW & SHANGHAI	"ANKING" On 14th Aug.	3 p.m.
HONGKONG & SHANGHAI	"TEAN" On 15th Aug.	10 a.m.
SHANGHAI & HONGKONG	"CHENAN" On 15th Aug.	3 p.m.
SWATOW & SHANGHAI	"SZECHUAN" On 19th Aug.	5 a.m.
SWATOW & SHANGHAI	"KWANGCHOW" On 19th Aug.	2 p.m.
SWATOW & SHANGHAI	"YINGCHOW" On 20th Aug.	Noon
SWATOW & SHANGHAI	"HUICHOW" On 23rd Aug.	4 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
800 SINGLE AND 800 RETURN.
For Freight or Passage apply to—BUTTERFIELD & SWIRE, Agents.
Telephone: CENTRAL 36.
CARGO AND PASSENGER CAN BE FREIGHTED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
These New Vessels maintain a Regular Service from HONGKONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days Hong Kong on or about	Sailing dates on or about
CHANGTE	In Port	16th August
TAIPING	7th September	14th September
CHANGTE	8th October	15th October
TAIPING	8th November	15th November

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.
Telephone: CENTRAL 36.

BOSTON, NEW YORK AND BALTIMORE

"BLUE FUNNEL LINE"
(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "LYCAON"	... Via Suez Canal	24th August
S.S. "PHENIX"	... Via Suez Canal	21st September
S.S. "CITY OF LINCOLN"	... Via Suez Canal	5th October

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON, JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE

IMPROVED SERVICE



S.S. "ROYAL PRINCE" ... 22nd August
M.V. "JAVANESE PRINCE" ... 16th September

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building.



MAIL STEAMERS

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
ANDRE LEBON ... 14th Aug.	PORTHOS ... 14th Aug.
CHERONCEAUX ... 28th Aug.	ATHOS II ... 25th Aug.
PORTHOS ... 11th Sept.	D'ARTAGNAN ... 11th Sept.
ATHOS II ... 25th Sept.	SPHINX ... 9th Oct.
D'ARTAGNAN ... 9th Oct.	G. METZINGER ... 23rd Oct.
SPHINX ... 23rd Oct.	PAUL LEOAT ... 3rd Nov.
G. METZINGER ... 3rd Nov.	ANDRE LEBON ... 7th Nov.
PAUL LEOAT ... 20th Nov.	CHERONCEAUX ... 21st Nov.
ANDRE LEBON ... 4th Dec.	PORTHOS ... 5th Dec.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.
For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp), ... 4th August.
For Full Particulars, apply to—
Cie des MESSAGERIES MARITIMES
2, Queen's Building.
Telephone: C. 651 and 740.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

August 6th.

Baron Newlands, British str., 2,631 tons, Capt. W. Mackenzie, from Durban, which port she left on June 5th, with 4,555 tons of coal, lying at buoy No. B30—Wallon & Co.
Colaba, British str., 2,674 tons, Capt. J. W. Bundred, from Adelaide and Manila. The latter port she left on August 3rd, with general cargo and hemp, lying at buoy No. A26—Dodwell & Co.

Leion, British str., 6,520 tons, Capt. G. C. Reed, from Balikpapan, which port she left on July 31st, lying at Taikoo Dock.—B. & S.
Phoupenh, British str., 1,063 tons, Capt. W. Lee, from Hoihow, with a general cargo, lying at buoy No. B45—Wo Fat Shing.
Taiwan, Japanese str., 1,576 tons, Capt. J. de Wolf, from Hongkong, with a cargo of coal, lying at Taikoo Dock.—B. & S.

August 7th.

City of Khartoum, British str., 8,127 tons, Capt. T. Robinson, from Singapore, which port she left on August 1st, with 700 tons of steel and general cargo, lying at Holt's Wharf—Bank Line.

Cham, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Singapore, which port she left on August 2nd, with a general cargo, lying at buoy No. A3.—J.C.J.L.

Deli, Japanese str., 2,173 tons, Capt. K. Yeugeta, from Canton, lying at O.S.K. Wharf.—O.S.K.

Gloves, British str., 4,762 tons, Capt. A. T. Shaw, from Dally and Shanghai. The latter port she left on August 4th, with a general cargo, lying at buoy No. A4.—B. & S.

Linchow, French str., 1,418 tons, Capt. P. B. Morganti, from Canton, lying at buoy No. C43.—Sing Kee.

Singapore, Japanese str., 1,503 tons, Capt. G. Kawamura, from Shanghai and Swatow, with a general cargo, lying at buoy No. C38.—N.Y.K.

Tjiluwang, Dutch str., 3,061 tons, Capt. P. A. Vergroesen, from Sourabaya and Manila. The latter port she left on August 4th, with sugar and general cargo, lying at Yaumati.—J.C.J.L.

Yunnan, British str., 1,305 tons, Capt. W. Peplow, from Canton, with a general cargo, lying at buoy No. C18.—B. & S.

CLEARANCES.

August 7th.

Baron Belhaven, for Swatow.
Cheongshing, for Tientsin.
City of Bransville, for Manila.
Clara, Jensen, for Saigon.
Daleigh, for Macao.
Empress of Canada, for Shanghai.
Gloves, for Singapore.
Haiching, for Swatow.
Harvard, for Saigon.
Ho Sang, for Singapore.
Kwintong, for Canton.
Kwintong, for Hoihow.
Linchow, for Hoihow.
Phoupenh, for Canton.
Sankow, for Kwong Chow Wan.
Taiyo Maru, for Shanghai.
Tak Hing, for Antau.
Tjiluwang, for Muntok.
Yunnan, for Shanghai.

PASSENGERS.

Departures.

The following passengers left by the s.s. "President Cleveland" on August 7th for Seattle and Victoria: Mr. J. Butler, Mr. G. Camine, Miss R. Camine, Mr. W. B. Champlin, Mrs. D. S. Champlin, Mr. G. Cabrera, Mr. and Mrs. S. L. Harris, Mr. N. Osmena, Mr. E. Osmena, Mr. J. E. H. Stevenot, Mrs. R. A. Bateman, Miss D. A. Bateman, Mr. K. Emeni, Mr. K. Kishimoto, Mrs. M. E. Baker, Mrs. L. J. Washburn, Mr. Lee Iu Chan, Dr. and Mrs. R. M. Gillies, Miss F. Woo, Mr. Chan Yip Chuen, Mrs. Dong Shee, Master Chiu Thlin Wah, Miss H. E. Doo, Miss Alice Pang, Mr. and Mrs. Rey Barte, the Misses B. and M. Barte, Mr. N. Cortes, Mr. and Mrs. G. D. Griffith, Mrs. M. H. Graham, Mrs. M. N. Hughes, Miss Alice Harger, Mr. R. Hager, Mr. and Mrs. H. G. Sheward, Mr. Wm. A. Sheward, Mr. D. A. Sheward, Miss B. A. Sheward, Mr. J. Sanders, Mr. C. Camins, Mr. K. R. Wolton, Mr. Wong Man Kwan, Mr. Yee Teng Sang, Comdr. R. C. Giffin, Mr. M. S. Lum, Mr. R. C. Lee, Miss Chung Man Fong.

The following passengers left by the s.s. "Sura Maru" for Japan via Shanghai on August 6th:—Mr. and Mrs. M. Kaku, Mr. M. Y. Tsing, Mr. T. Satoh, Mr. H. Stehr, Mr. I. Ikeda, Mrs. J. Watanabe, Mr. E. Nakai, Mr. K. Ushijima, Mr. M. Stewart, Mr. T. Takahatake, Mr. C. Naitoh, Mr. S. Suzuki, Mrs. C. R. Gutierrez, Mrs. L. M. Pereira.
(Continued on next Column).

"CHANGTE'S" RECORD VOYAGE.

SYDNEY TO HONG KONG IN UNDER 19 DAYS.

The "Australian-Oriental" Line steamer s.s. "Change" has equalled the fast trip recently made by her sister ship the s.s. "Taiping". The "Change", of which Captain Gambrell is in command, left Sydney on the afternoon of the 18th July and arrived in Hong Kong on the morning of the 6th August, having called at usual Australian ports and Manila. The voyage from Sydney to Hong Kong was therefore made in under 19 days, the same time as was taken by "Taiping" on her last trip and so far as we are aware the record for this run.

Her local agents are Messrs. Butterfield & Swire.

THE DOLLAR STEAMSHIP LINE and THE AMERICAN MAIL LINE

Announce Special Round-Trip Summer Excursion Fares.

Effective immediately the following Specially Reduced Round-Trip Fares are available for the Liners of these Companies.

From Hong Kong to Kobe and Return ... H.K.\$210.00
From Hong Kong to Yokohama and Return... H.K.\$235.00

Tickets sold at above Rates will be valid for Return Passage up to Three Months from Date of Issue. Final Limit of Sale: SEPTEMBER 21st, 1928.

For Further Information and Reservations, Apply to

AMERICAN MAIL LINE & DOLLAR STEAMSHIP LINE

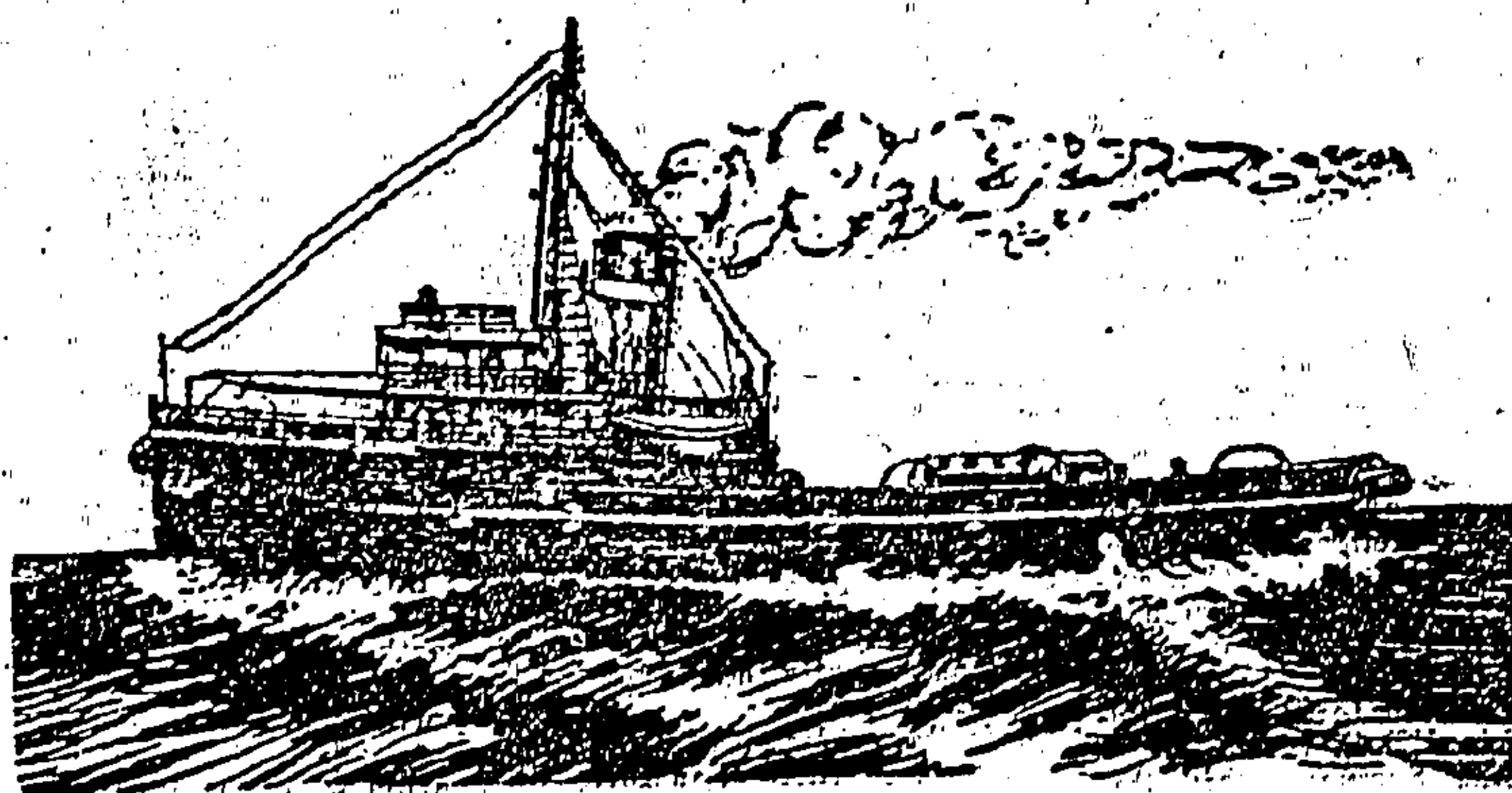
HONG KONG & SHANGHAI BANK BUILDING (GROUND FLOOR).

TELEPHONES: CENTRAL 2477, 2478 AND 795.

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
Codes Used: AL, A.B.O. Fifth Edition; Engineering: First and Second, Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and a modern appliance for Salvage Works.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"CHANSANG" "YATSHING" "KWONGSANG" "HOPSANG"	Wed., 8th Aug. at Noon Sun., 12th Aug. at Noon Wed., 15th Aug. at Noon Sun., 18th Aug. at Noon
OSAKA via AMOI, SHAI, MOI & KOBE	"KUMSANG"	Fri., 24th Aug. at 7 a.m.
CANTON	"KWONGSANG"	Wed., 8th Aug. at 11 p.m.
STRAITS & CALCUTTA	"KUTSANG" "NAMSANG"	Mon., 13th Aug. at 3 p.m. Sat., 25th Aug. at 3 p.m.
TIENTSIN	"OPIPSHING"	Fri., 17th Aug. at Noon
SANDAKAN	"MAUSANG" "HINSANG"	Tues., 21st Aug. at 3 p.m. Sat., 25th Aug. at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS.

Telephone: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENSHANE"	... (via Onn)	12th Aug
Motor Vessel "GLENOGLE"	... (via Onn)	11th Sept
Motor Vessel "GLENAMOY"	... (via Onn)	18th Sept
Motor Vessel "GLENAPP"	... (via Onn)	31st Oct.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOY"		11th Aug
Motor Vessel "GLENLUCE"		12th Aug
Motor Vessel "GLENBARRY"		1st Sept
Motor Vessel "GLENAPP"		14th Sept

* Kobe and Vladivostok only.

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD. AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:	
Cabin class ...	£73.
Intermediate class ...	£48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:
Cabin class £80.

NEXT SAILINGS TO EUROPE:—

† Freight S.S. "Grandon"		departure 17th August
Pass. M.S. "FULDA"		departure 24th August
• Freight S.S. "MAIN"		departure 9th Sept.
Pass. S.S. "TRIER"		departure 22nd Sept.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.
† Will Call at Barcelona after Marseilles.
• Will Call at Havre after Marseilles.

Through Bills of Lading issued to all parts of the world.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers) JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:	
Cabin class ...	£75.00.
Intermediate class ...	£45.00.

Freight S.S. "Schlesien"		due here 24th August
Pass. S.S. "TRIER"		due here 26th August

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 4537. 2, Chater Road. Queen's Building

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR:

SWATOW, AMOI & FOOCHOW AND RETURN

(Occupying 8 to 9 Days)

HAITANG		Friday, the 10th Aug., at 3 p.m.
HAINING		Tuesday, the 14th Aug., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARPAIK & CO., General Managers

CANADIAN PACIFIC

HOME FOR THE HOLIDAYS

Direct Sailing to Europe via
SINGAPORE-COLOMBO-BOMBAY

"EMPRESS OF CANADA"

Leave Hong Kong	Arrive Singapore	Leave Singapore	Arrive Colombo	Leave Colombo	Arrive Bombay	Leave Bombay	Arrive Plymouth
Nov. 28	Dec. 2	Dec. 2	Dec. 6	Dec. 6	Dec. 9	Dec. 9	Dec. 24
"	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"

BOOKING NOW OPEN

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Aug. 21	Aug. 23	Aug. 24	Aug. 26
Sept. 4	Sept. 6	Sept. 7	Sept. 9

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TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

2190, 2112, 2110, 2102, 233; VIA SAN FRANCISCO.
6440, 6420 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TAIYO MARU (Call Los Angeles) ... Wednesday, 8th Aug. 4 p.m.
TENYO MARU ... Tuesday, 21st Aug.
KOROA MARU (Call Los Angeles) ... Tuesday, 4th Sept.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

ATSUTA MARU ... Saturday, 11th Aug.
KASHIMA MARU ... Saturday, 25th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 22nd Aug.
TANGO MARU ... Wednesday, 19th Sept.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU (omit Penang) ... Saturday, 11th Aug.
TOTO MARU ... Monday, 29th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

ANYO MARU ... Saturday, 18th Aug.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.

KAWACHI MARU ... Thursday, 6th Sept.

NEW YORK AND BOSTON via PANAMA.

CALCUTTA MARU ... Thursday, 16th Aug.

LIVERPOOL via Port Said, Genoa & Marseilles.

DELACOA MARU (Call Glasgow) ... Friday, 17th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Thursday, 9th Aug.

PENANG MARU ... Sunday, 12th Aug.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 17th Aug.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU (Mojito direct) ... Friday, 10th Aug.

MATSUMOTO MARU ... Sunday, 19th Aug.

RANGOON MARU (Mojito direct) ... Monday, 20th Aug.

FUSHIMI MARU ... Monday, 20th Aug.

For further information, apply to—
NIPPON YUSEN KAISHA.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 16th August, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a destinations in the Netherlands East Indies
and Australia.

Agents—
JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. YORK BUILDING, CHATER ROAD.

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS REMAIN
GOOD.

THROUGH FREIGHTS STILL
LOW.

There were only seven arrivals
and nine departures for the 24
hours ended at 9 a.m. yesterday
of which four arrivals and five de-
partures were British vessels.

The general merchandise dis-
charged for this port remained good
in spite of the few arrivals and
through freights showed a slight
increase, but were still low. British
vessels were the best cargo carriers
for both Hong Kong and ports
beyond.

The seven arrivals discharged
12,777 tons of merchandise of which
four British ships contributed 3,803
tons. The best cargo return was
shown by the s.s. *Burns* (Newcastle)
(British) with 4,038 tons of coal
from Durban. The second best was
the s.s. *Tjallingii* (Dutch) from
Sourabaya and Manila with 2,860
tons of general freights. Five
vessels carried a total of 8,419
tons for through ports of which
three British ships carried 4,289
tons. The best carrier was the s.s.
Glenn (British) from Dalg and
Shanghai with 3,234 tons of
general cargo, while the s.s.
Tjallingii was again shown as
second best carrier with 2,560 tons
of general cargo for through ports.
The arrivals and departures dur-
ing the period under review were
as follows:—

	Arr.	Dep.
British	4	5
Dutch	2	0
Japanese	0	1
Chinese	1	3
Total	7	9

VESSELS EXPECTED.

Australian-Oriental Line,
Taiping, September 7th.
Chang, October 9th.

Bank Line.

City of Evansville, August 10th.
City of Halifax, August 17th.
City of Khios, September 1st.
City of Lincoln, September 14th.
City of Eastbourne, October 10th.

Blue Funnel Line.

Phenix, August 9th.
Bellerophon, August 11th.
Teucer, August 14th.
Calchus, August 16th.
Antiochus, August 20th.
Antiochus, August 20th.
Philoctetes, August 21st.
Elpenor, August 22nd.
Sarpent, August 23rd.
Lycos, August 24th.
Tyndarus, September 2nd.
Orestes, August 31st.
Aeneas, September 4th.
Menelaus, September 7th.
Eurystheus, September 9th.
Achilles, September 13th.
Telamon, September 15th.
Patroclus, September 18th.
Proteus, September 20th.
Meriones, September 23rd.
Mastus, September 25th.
Astyanax, October 9th.
Ganix, October 15th.
Talthybius, October 16th.
Adriatus, October 17th.
Agapenor, October 17th.
Antenor, October 18th.
Dionod, October 18th.
Hector, November 15th.
Izion, November 6th.

British-India and Apcar Line.

Warrfield, August 10th.
Takliwa, August 12th.
Tilawa, August 13th.
Gambada, August 30th.
Talamba, September 3rd.
Talmu, September 18th.

Canadian Pacific Line.

Empress of Russia, August 20th.
Dollor S.S. Line.

President Harrison, August 11th.
President Pierce, August 13th.

East Asiatic Co., Copenhagen.

Asia, September 6th.

Java, September 6th.

Chile, September 21st.

Eastern and Australian Lines.

Tanda, this morning.

St. Albans, September 3rd.

Arufura, October 5th.

Glen Line.

Glenn, to-morrow.

Glenn, August 11th.

Glenn, August 11th.

Glenn, September 1st.

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DAILY WATERFRONT NEWS.

STEAMER ASHORE:

SIGHTED AT ANCHOR OFF
MA FU HILL.

[BY LONGSHOREMAN.]

The master of the s.s. *Takio*
Wang, Captain J. S. De Wolf,
which arrived yesterday from
Hongay reports that he passed a
steamer at anchor off Ma Fu Hill,
bearing South, on Sunday at 3 p.m.
Captain De Wolf stated that no
signal for help was given but he
is of the opinion that the vessel is
ashore. From her external appear-
ance he thinks that the vessel is the
s.s. *Deucong*. No flag signals of
distress were seen flying. Messrs.
Yuen Sing Fat, are the local Agents
of this vessel, which has no special
run but is generally chartered by
other firms.

Causing Obstruction In Southern
Fairway.
A Chinese mistress of a cargo
boat appeared before Commander J.
B. Newill, D.S.O., R.N., at the
Marine Court yesterday morning
for anchoring in the Southern
Fairway and thereby causing
obstruction to other vessels in the
Harbour.

The defendant pleaded guilty and
a fine of \$5 was imposed.

No Lights.

Two masters of trading junks also
appeared before the Marine Magis-
trate for failing to show their lights
while underway in the Harbour.
They pleaded guilty and the Magis-
trate fined each defendant \$10 with
the alternative of 10 days' hard
labour.

Lying Outside Five Other Boats.
Summoned for mooring his junk
outside five others alongside the s.s.
Luichow the master of a trading
junk pleaded guilty and was fined
\$5 with the alternative of five days'
hard labour.

Asiatic Deck Passengers.
The s.s. *Cremor* (Dutch) from
Singapore was the only vessel that
had Asiatic deck passengers for this
port yesterday up to 9 a.m. She
carried a total of 2,127 from Sin-
gapore.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Khyber*, from
Hong Kong, arrived at Marseilles
on August 8th at 8.30 a.m.
The E. & A. Co.'s s.s. *Tanda* left
Manila for Hong Kong on the 5th
inst., with the outward Australian
mail, and is due here this (Wed-
nesday) morning. She will leave
for Moji, Kobe and Yokohama to-
morrow at daylight.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	5.57 a.m.	7.00 p.m.
To-morrow	5.58 "	7.00 "
Friday	5.58 "	6.59 "

Norddeutscher Lloyd, Bremen.
Grandon, August 17th.
Schlesien, August 24th.
Trier, August 26th.

Prince Line.

Royal Prince, August 22nd.
Japanese Prince, September 16th.
Swedish East Asiatic Co., Ltd.
Japan, August 22nd.
Sumatra, August 31st.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF PEKIN" ... Havre, London, Rotterdam & Hamburg ... 24th August

"CITY OF HALIFAX" ... London, Rotterdam & Hamburg ... 2nd September

BOSTON, NEW YORK & BALTIMORE ... AMERICAN AND MANCHURIAN LINE

"CITY OF LINCOLN" ... via Suez Canal ... 5th October

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON NEW YORK & HAVANA ... AMERICAN & ORIENTAL LINE

"MYRTLEBANK" ... via Suez Canal ... 2nd September

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

"TINHOW" ... 14th August

Loading for Mauritius, Benion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),
Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Mo, Port Amels, Mozambique, Chinde,
Lobamba, Zambezi, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply—

Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND, QUEBEC,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTS, NIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
"KIDDERPORE"	5,334	10th Aug.	Straits, Bombay & Karachi.
"RAJPUTANA"	10,000	13th Aug.	Bombay, Marseilles and London.
"NADDERA"	10,000	1st Sept.	Bombay, Marseilles and London.
"KALYAN"	9,144	15th Sept.	Mars., London, Antwerp & Hull.
"KASHGAR"	9,005	29th Sept.	do.
"MIRZAPUR"	6,755	7th Oct.	Straits & Bombay.
"MOREA"	10,953	13th Oct.	Marseilles and London.
"KRIVA"	9,135	27th Oct.	do.
"MACEDONIA"	11,120	10th Nov.	Bombay, Marseilles and London.
"LAHORE"	6,552	17th Nov.	Mars., London, Antwerp, & Hull.
"KHYBER"	9,144	24th Nov.	Marseilles and London.
"KAMBA"	9,125	1st Dec.	do.
"MALWA"	10,946	8th Dec.	Bombay, Marseilles and London.
"KASHMIR"	8,985	15th Dec.	Marseilles and London.
"NADDERA"	10,000	22nd Dec.	do.
"MANTUA"	10,946	5th Jan., 1929	Bombay, Marseilles and London.
"KALYAN"	9,144	19th Jan.	Marseilles and London.
"MOREA"	10,953	2nd Feb., "	Bombay, Marseilles and London.
"KASHGAR"	9,005	10th Feb., "	Marseilles and London.

